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THE SPECIALTY CAR MAGAZINE



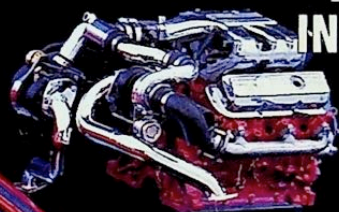
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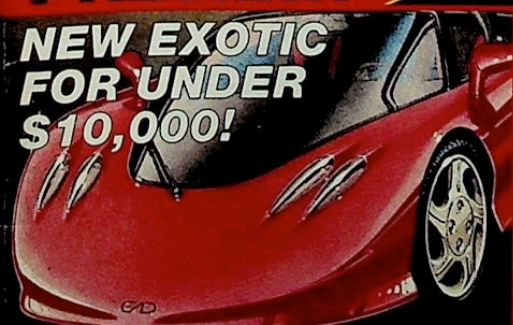
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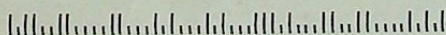
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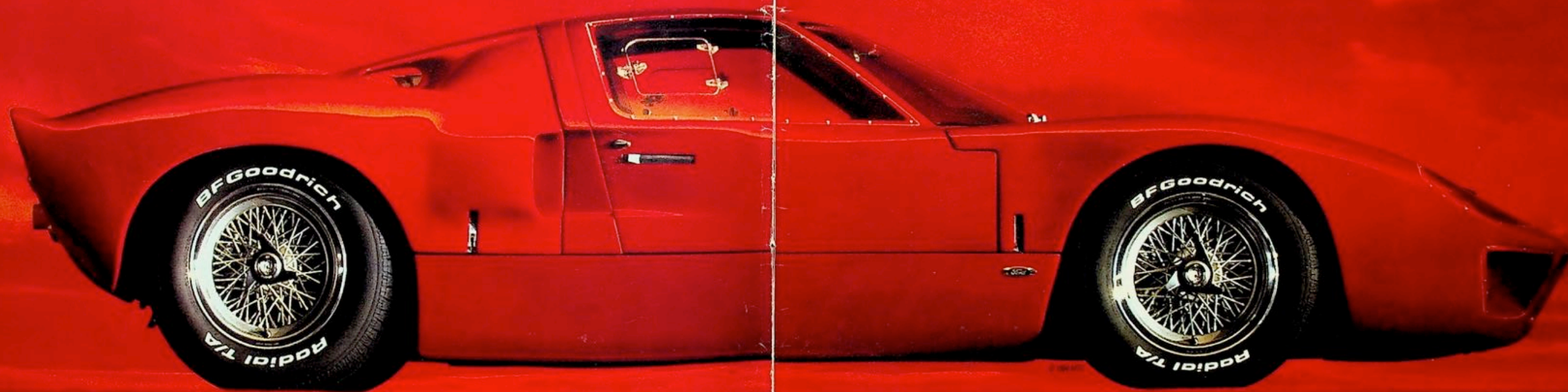
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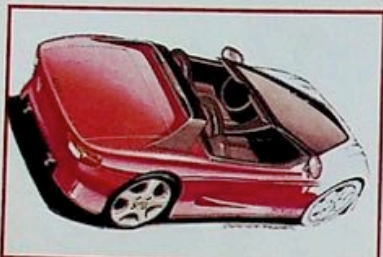
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WHEN YOU'RE READY TO GET SERIOUS.





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ON THE COVER: IFG's Interceptor 25th Anniversary Fiero conversion has something extra under that exotic bodywork—turbocharging. Turn to p. 16 to see how to install it on your Fiero or VW kit. Photo by Wesley Allison, PPC Photographic. For tech tips on fiberglass, Unique Motorcars shows how to repair a Cobra on p. 20. Photo by Joe Greeves. And for an exclusive feature on an exciting new exotic at a real-world price, check out the Riot on p. 26. Illustration by Mark Stehrenberger.

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KIT CAR

THE SPECIALTY CAR MAGAZINE

September 1994 • Volume 13, Number 5

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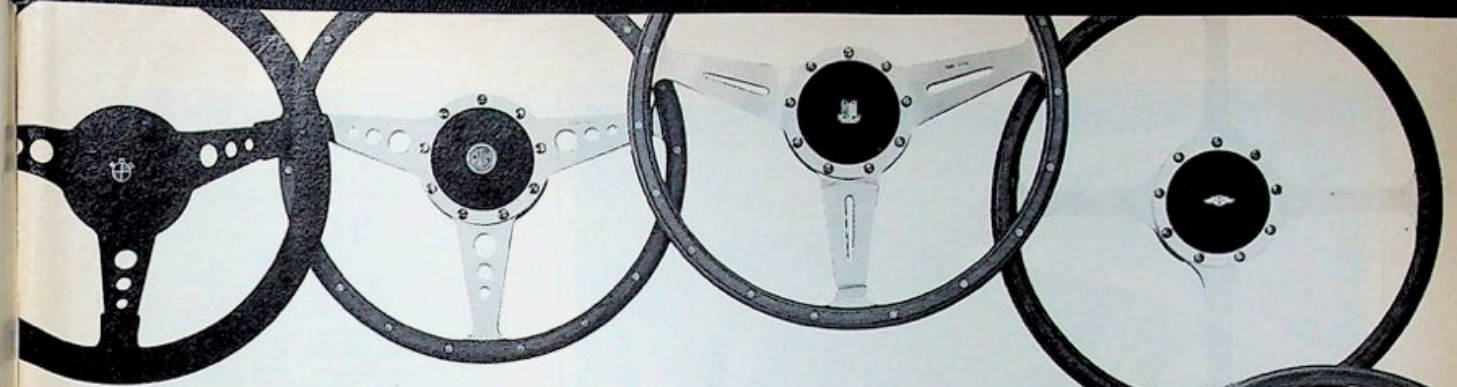
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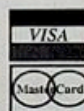
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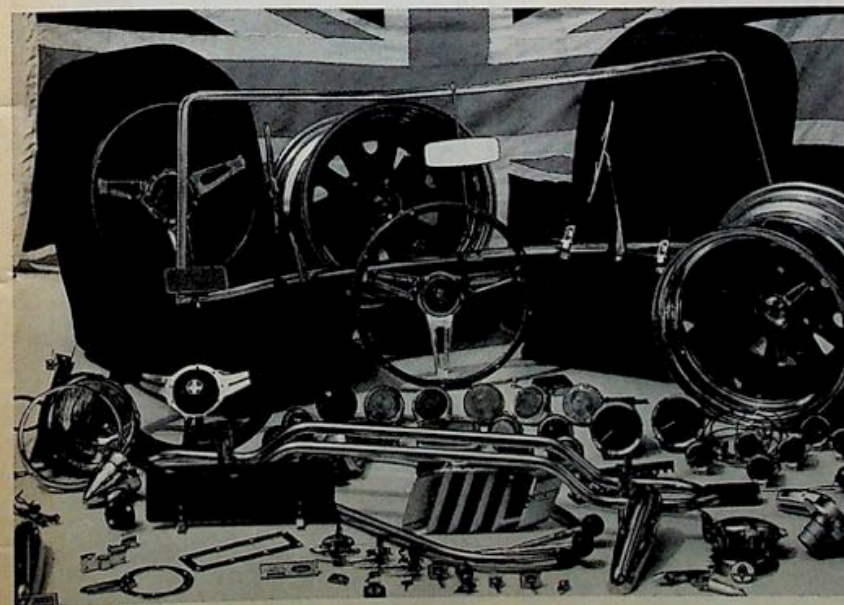
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UP FRONT

Shooting Your Best Foot Forward

If you've been able to tear yourself away from headlines about flesh-eating bacteria (it'll probably be the next Beverly Hills diet craze) and alien U.S. Senators (what's the surprise?), you may have attended a kit car show lately (two of them are covered in this issue). Well, I have a few thoughts on how various manufacturers present themselves at these events, and to the public in general. I recall one manufacturer from England expressing surprise over the number of incomplete kits displayed. He said that this isn't seen at shows across the pond. I'm not convinced that he's right about never showing a partially completed vehicle (U.S. kit enthusiasts like to see what's underneath the fiberglass), but, on the other hand, I do agree about the importance of a professional presentation. I should emphasize that most U.S. kit manufacturers



go to considerable effort to create an attractive display area, with a tent, carpeting, brochures, a custom trailer and the like, but others seem less concerned about their public image.

One fellow in particular, who claims to have a fairly extensive line of kits, seemed unconcerned about the fiberglass dust caked in his hair and his greasy mechanic's coveralls. The engine bay of his "show" car didn't look any better. Dingy attire is understandable at a shop, but why look that way all weekend at a show? I'd be nervous about how pristine my kit would turn out with "Pigpen" working on it. He's probably still wondering why he didn't sell any cars at the show. But he's only one of several people I've seen trying to pass themselves off as builders of exclusive motorcars, but who look like hayseeds. Some try to sell their cars by parking them on the field surrounding the show, rather than having a booth inside the event. Others don't even bother to bring a vehicle and will try to pitch it from grainy, photocopied pictures.

It's not only how you look, but also what you say that can form a positive or negative impression. I've heard company reps launch into tirades about another company's poor-quality products, without saying

a word about how good theirs are. Or others ramble on with some of the most absurd statements, such as how the suspension is supposed to break off at high speeds for safety's sake (huh?) or that the fiberglass bodies on those original Cobras were not as good as those on their replicas (what?). I kid you not—these are actual comments I've heard from some kit car salespeople.

Of course, you can go to the other extreme in putting on a pretty face—literally. I've occasionally seen a bikini-clad model at a booth, but the gawking usually proves she's more of a distraction than an attraction (now just exactly what was that company selling?). At a recent show, one new company had a nicely dressed model standing frozen in place for the entire event. There's no question that she enhanced the appearance of the display, but after seeing the same wooden smile and stilted pose for three days, I began to feel a little sorry for her. Wouldn't it have been better if she could have answered a few questions for potential customers?

Speaking of models and a company's image, I receive hundreds of press releases in the mail each week, many prepared by slick public relations firms, and others written in crayon. A few of the photos enclosed are pretty eye-opening, and entirely unsuitable for publication in a family magazine. And why do some photographers feel the need to pose models caressing fiberglass body panels as if they were the fur of a pet cat? (Or perhaps some other object of affection.) One snapshot in particular was unforgettable, with a model barely covered by a mini-dress, and sprawled on the hood of a half-assembled Lambo replica parked in a mud puddle. The big, silly grin on her face was almost as ridiculous as the overflowing trash can next to the car. Just makes you want to mail a check right away, doesn't it?

My chiding is not meant to offend anybody, but to point out the value of putting on an image consistent with the kit a company's trying to sell. The kit car market has been through some tough times in the last couple of years, both internally and as a result of a down economy. We're starting to see some positive signs now, and the last thing manufacturers and builders need to do is shoot themselves in the foot, whether they're wearing Gucci loafers or work boots.

Steve Temple



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SPECIALTY SCENE

SHOWTIMES

While the major kit car shows for the season are already past, don't lose heart, because the Northern California Kit Car Club

(510/938-1442) will be holding its 12th Annual Handcrafted Automobile Concourse at the scenic San Leandro Marina on the weekend of September 10 and 11. We've covered the event in years past, and always look forward to seeing our kit car friends in the Bay area. Another show you shouldn't miss is the Club Sandwich, sponsored by the Arizona Kit

Overlooking the Colorado River, the Gold River Casino plays host to kit car clubs every year.

Car Club (602/949-0393), on November 4-6 at the Gold River Resort in Laughlin, Nevada, on the Colorado River. We hope to see you there!

FINALE FIERO

Maybe it's what the new Toyota Supra should have looked like. Better yet, it's what the next-generation Fiero could have been but never was. Surprisingly enough, this new Finale Fiero rebodys hail from Englishman Peter Ashdown, ex-race driver for both Team Lotus and Lola in the '50s and '60s, and now head of Candy Apple Cars (from the U.S., phone: 011 44 245 223280). Fortunately for Fiero fans, the irrepressible Peter Cameron, that Austin Mini maniac, will be importing the kit through Domino Cars U.S.A. (203/878-7352), and should have a completed demonstrator later this year. Prices start at \$4995, about midrange for



most Fiero reskins, and the 10-panel unpainted kit features a fully functional hatchback window, integrated rear spoiler (not a bolt-on), fixed GM halogen headlights (no pop-ups), 10 (count 'em, 10) tail-lights and vented hood ducts for improved cooling (a plus for V8 engine swaps). Assembled turn-key cars will be available as well.

SHOP TOUR: Classic Motorcars of Santa Fe

Editor's Note: This is the first in a series of shop tours we'd like to run on a regular basis. If you know of a professional assembly shop (not a manufacturer) for kit cars, we'd like to hear about it. Or, if you run this type of operation, send us some snapshots and a brief note describing your best work, and we'll try to stop by for a visit.

By day, Al Pack is branch chief for the Federal Bureau of Land Management in Santa Fe, New Mexico, but, like most love of fine cars, specifically '30s glamour roadsters and '60s sports cars. Cheek by jowl in the immaculate working bay of Classic Motorcars of Santa Fe (505/982-2359) are two glistening red-and-white Cobra replicas, one from MidStates, the other from Classic Roadsters, Ltd. In another corner is a vintage Mustang his son repainted in their



TRICK TRUCK KIT

Your next kit car might be a truck. Maybe you've assumed that driving a specialty vehicle meant sacrificing convenience and function for uniqueness and style. Forget it. That notion was put to rest when AIM Industries started applying kit car technology to trucks and sport utility vehicles. This '90 Blazer was the testbed for the Piccolo Truxarossa II fiberglass body-panel package, designed for '82-present Chevy S-10 Blazers.

The Blazer kit is the third of four Truxarossa kits designed and developed by Jim Piccolo, vice president of AIM. The first was designed for the '82-'93 Chevy S-10 pickup, and was followed by an '86-'93 Mazda truck package. The latest offering is for Nissan pickups.

The basic Blazer package sells for \$599 and includes inner fenderwells, outer fenders, door skins, side skirts and a roll pan. A rear bumper cover, one-piece upper wing, three-piece lower wing, euro grille, bumper cover, air dam, cowl cover and hood scoop are optional items. The cost for a complete package is around \$1000. This Ferrarized truck may not be everybody's cup of tea (we can just imagine the comments at the local



cowboy bar: "Hey, Clem, what the heck is that?"), but options allow you to customize your truck with your own combination of pieces.

Depending on your skill level, installation of the Truxarossa package is about a three-day job. It's a little more sophisticated than most simple "add-on" kits. The side panels feature channels that actually penetrate the body, requiring that a portion of the outer body panels be removed in order to install these new pieces. The package widens the Blazer 9 inches in the rear, giving the vehicle a lower appearance, and requiring a potential change in wheel size and back-spacing. A 10- or 12-inch wheel will fill the wheelwell real well. For more information, contact AIM Industries, Dept. KC09, 1525 W. 10th Place, Tempe, AZ 85281, 602/829-6000.—Tim Bernsau

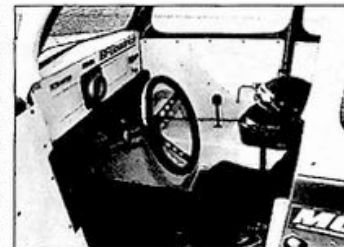
LEGENDARY PERFORMERS

This was one of those press junkets we really looked forward to. BFGoodrich, as part of a promotional campaign for the company's new Radial T/A, now in its fifth generation, invited a pack of journalists to Savannah, Georgia, to check



out the new product. We all politely sat through the technical presentations and did our best to appear fascinated with the blocks and grooves of the new tread pattern, but our throttle feet were getting itchy, because the real treat was getting to drive the Legends race cars. Clothed with 5/8-scale fiberglass bodies inspired by '30s and '40s sedans driven by the likes of Fireball Roberts, these low-buck pocket-rockets are powered by a 125hp Yamaha motorcycle engine, and their tube-frame chassis, with a 73-inch wheelbase, weigh less than 1500 pounds. Think of them as go-karts for grown-ups.

With a full-up weight of less than 1500 pounds, a 125hp Yamaha is plenty of power in a mini-racer.



The cockpit is a bare-bones racer, and the short-throw lever on the right shifts the motorcycle transmission with rapid-fire precision.

Spec tires are BFGoodrich Comp T/A HR4s, sized 205/60R13. Speeds on the Roebling road course easily exceeded the century mark, and the short-wheelbase vehicles whipped through the chicanes and hairpin turns like Formula racers. With a price of only \$11,000 each, it's no surprise that these quick little cars are catching on in grassroots motorsports. Designed by racer Elliott Forbes-Robinson, the Legends cars are manufactured by 600 Racing Inc., Dept. KC09, 5725-C Hwy. 29 N., Harrisburg, NC 28075, 704/455-3896.



They may look small, but the Legends race cars pack a king-size punch.

FLASH! SHELBY REINTRODUCES 427 COBRA

In our previous issue, we ran a short item on Shelby's new Cobra, which has an updated body style and an upper-crust price of about \$200,000. Well, he's got a few more tricks up his sleeve. As we were going to press, Don Landy, president of Shelby American, phoned to tell us plans are in the works to reintroduce a slightly-modified, lower-cost version of the original 427 Cobra with—get this—a fiberglass body. Clearly aimed as a competitor to the super-saturated Cobra replica market, this sub-\$60,000 turn-key car (a partially assembled kit hasn't been ruled out yet) will feature a number of other alterations as well. Details are sketchy at this point, but the chassis will have a square-tube ladder frame (instead of round-tube) and live-axle rear end (rather than an independent rear suspension). Landy estimates the engine's output will be about 425hp and will meet current emissions standards, but he declined to reveal the manufacturer. The cockpit will be enlarged, too, for improved creature comforts. Ben Vanderlinden, who has worked on Shelby's CanAm cars and designed the rotary-powered Maxton Rollerskate kit car, will be responsible for engineering the new Cobra. A production run of 200 cars is scheduled, with the first one rolling out by the end of this year. When asked about the intent of this new Cobra relative to the replica market, Landy responded, "We want to provide an opportunity for individuals to buy a Cobra from the people who originally built it."

SPECIALTY SCENE

KILLER SAMURAI

Is your Samurai warrior feeling a little weak in the knees? Aren't they all, actually? Well, not quite, if you take a look at one of Suzuki Lightning Conversions' V8—yes, V8—powered sport-utility vehicles. That's roughly five times more power than the stock 60hp 1.3-liter hamster wheel, depending on the lump you install. Either a Ford or Chevy small-block will fit after widening the fenders, but a frame extension is strongly recommended. Acceleration from 0-60mph is touted to be less than 5.0 seconds. (What a way to embarrass a Cobra replica!) If you're interested in creating your own muscle-beach buggy, contact Lightning Conversions at 813/963-7278.



FIERO PHIL

Fiero fans feel a fondness for Phil, and that's a fact. You see, he heads up the Fiero Owners Club of America (FOCOA), and has access to more Fiero info than you can shake a stick-shift at. Due to increased demand for his expertise with plastic Pontiacs (and his various products such as rebody kits, ground effects, upholstery packages and performance components), he's now opened up a new international headquarters for FOCO (714/978-3132) in Anaheim, California. He also publishes an informative magazine for the thousands of FOCO members. We stopped by at the opening reception, and came away impressed with not only his fund of Fiero facts, but also the fastidious facility. If you're a Fiero fanatic, here's your funhouse.



RAISIN RUN

Imagine six Cobras in a row roaring down a country road so fast that they're a kaleidoscopic blur to the farmers working the edge of the fields. It was a glorious blue spring morning in the Central Valley of California, and we had a total of 3500hp on tap for the first Raisin Run from Fresno to Morro Bay and back. Leading this furious parade of Cobras, one original and the rest replicas, was racer Dick Smith, who earned the title of International Champion in 1966 and holds the speed record of 198mph in his #198 Cobra roadster (CSX 3035). We first met at his home on Saturday morning, and looked over each others' cars. In addition to Dick's original Cobra, the replica lineup included three Contemporary Classics (owned by Lewis Downs, Fletcher Benton and Mike Querio), an Arntz-Butler (Norm and Billie Jones), a West Coast Cobra (Robbie and Mia Robinson) and an NAF Cobra (Rian and Shari Green).

Having done the once-over, we blasted off down one of those long, straight country roads. The land here is flat and hot and stretched thin, so we did not feel much need to hold back. Many times in the course of owning a Cobra you smile to yourself and know this is what having a Cobra means, times when the tires grab and the power kicks you back in the seat, times when the wind whips the back of your hair and tugs at every corner of your



Dick Smith, who holds the top speed record of 198mph in a Cobra roadster, was the organizer behind the somewhat slower Raisin Run.

clothes, times when you pull out and clear the traffic effortlessly as if it was glued to the pavement. We pitied the poor chase vehicles with trailers in tow that gamely tried to stay with us on the open stretches of Route 41. It's reputed to be one of California's best roads for sports car driving. We are believers.

After a couple of stops along the way to trade passengers and fill up for gas (you don't buy a Cobra for fuel efficiency), we pushed on, effortlessly taking on all traffic, until we pulled over at the James Dean Memorial, the spot where he and his 550 Porsche ended their last trip together. Wherever we stopped, a crowd gathered (you don't buy a Cobra for inconspicuousness). But the oceanfront was our destination. Smith led on in a breathtaking dash through the coastal hills. After dropping down over to the cooler ocean side, we headed on over to the All American Grill, a delightful lunch spot in coastal Cayucos. Next we sprinted on to the York Mountain Winery for a taste of the grape (just a little), and also to the Arceiro Brothers Winery, which has on display some of the race cars it sponsors.

On the way back, some cars peeled off the formation with a fanfare of horns to head south, and the rest of us rolled into Fresno by early evening. Touring has its advantages: it's not too expensive, it's easier on the car than running a racetrack, and it's a chance to mingle with other Cobra folks. Will Dick do it again? You bet. Look for Raisin Run II next spring (phone 209/275-3596 for more information).—Terry Peterson

PHOTOGRAPHY: TERRY PETERSON



The York Mountain Winery was just one of several scenic stops along the way.

10 KIT CAR

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MAILBOX

CLASSIC COMMENTS

I recently visited a friend of mine who had built a Sebring 5000 from a kit purchased from Classic Roadsters, Ltd. My friend told me that CRL had filed for bankruptcy. While there are many fine kit cars that one can build, my interest is only in the Sebring 5000. Is Classic Roadsters, Ltd. going to reorganize and continue to market the Sebring 5000?

Steve LaRue
Garner, NC

(We asked for a response from Gary Rutherford, who heads up a new firm, Classic Roadsters (no Ltd.), a division of Leisure Industries (800/373-9000). The following is a portion of his answer. We hope to visit the newly reorganized facility in the coming months and let readers know how things are going.—Editor)

I appreciate your interest in the Sebring 5000. When I was getting my engineering degree during the years 1965 to '70, I wanted a Big Healey, but just did not have the bucks. So as soon as Classic Roadsters, Ltd. could afford the engineering, we started the Sebring project, which proved to be a big success. I later sold Classic Roadsters, Ltd. to Jeff Davis of Miami, Florida, on May 17, 1991. Unfortunately, he ran the company into bankruptcy within two years. Nevertheless, I received the remaining assets back in February 1993, and am happy to tell you that we have been delivering Sebrings and Cobra replicas for some time.

Gary J. Rutherford, President
Classic Roadsters

ACROSS THE POND

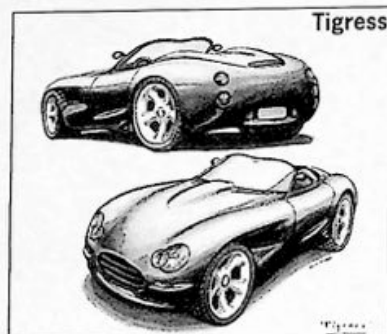
Would it be possible, by way of your magazine, to establish links between ourselves and any stateside kit car clubs? Our own club, Cleveland Kitcar & Specials Owners Club, has some 60 members, and our cars are as diverse as beach buggies, '30s-style English roadsters, Novas (Sterlings), Adams Rotaxes, mobile caravans, off-roaders and so forth. We would like to correspond with our "colonial brethren" on a club basis, and would be delighted to send photographs and videos of kit car shows.

John Reece, Hon. Sec.
Cleveland Kitcar & Specials Owners Club
8 Greta Rd.
Redcar
Cleveland, TS10 1PL
England

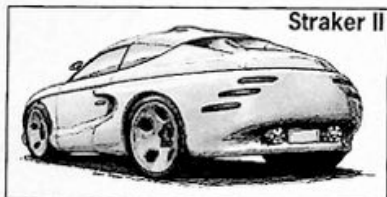
We regularly receive club newsletters which are exchanged among the various clubs here in the states. Perhaps some of these Yanks will write to you and do the same.

BUDDING DESIGNER

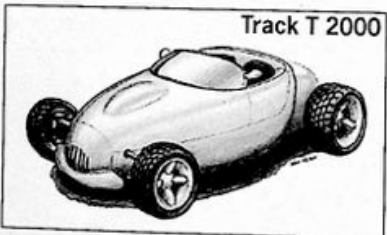
Here are a few ideas I have been working on this month. Perhaps other readers



Tigress



Straker II



Track T 2000

will send in their designs, too, so that they can be featured in a regular column. The Tigress is a body that could fit on any Cobra chassis, preferably a VSE Cobra chassis from Herb Adams. With this design, I wanted to convey "muscle with grace," and it has been influenced by classics such as the D- and E-Type Jags, 250 Testarossas and, of course, ACs, but without attempting to look like any one of them. The Straker II is a Fiero reboddy that isn't an "exotic wannabe." The design makes an original styling statement using the Fiero's proportions (instead of adapting an exotic into a scrunched-up Fiero-based caricature). The Track T 2000 was inspired by the old Track T roadsters combined with current Indy cars. I wanted to make a minimal sports car with hot rod appeal.

Ben Kern
Waldo, OH

Your concepts show a lot of promise, and we wouldn't be surprised to hear more about your work in the future. We'd like to see some designs from other readers, too.

BARGAIN DEALS

I have found your Kit Car magazine quite interesting; however, I was under the impression that kit cars were brought out for low-income folks. It seems that kit cars now are only for the rich. I have not seen one kit car that is under \$5000. What ever became of the people's car?

Derrick Arnold
Apsley, Ontario, Canada

Good question. We've tried to answer that in this issue's feature on the Riot, a relatively inexpensive, VW-based kit that's on the horizon. Nevertheless, due to inflation, as well as the comparatively small size of the kit market, prices have inevitably risen, so that a truly cheap kit is just that—cheap—and a lot of people don't like to be seen driving a substandard product.

COBRA CRAZY

As a subscriber to your magazine, I'm concerned about the apparent lack of Cobra articles in your May issue! I realize you've taken some heat from some readers who think just the opposite. But I believe you would be blown away by the increase in readers if you dedicated everything to the Cobra. I enjoy just looking at pictures of Cobras!!

Lee Schmid
West Lafayette, IN

We can hear the collective groans of thousands of readers who are sick of snakes. And we can also hear the cheers of encouragement from all the Cobra fans for your proposal. We will always have something on Cobras in every issue, and we hope readers who can't stand them will simply avert their eyes from those pages and concentrate on all the other cars we cover as well.

Letters in Kit Car reflect the opinions of the writers and do not imply the endorsement of this magazine. All letters should be addressed to Kit Car magazine, 6420 Wilshire Blvd., Los Angeles, CA 90048-5515. Letters should include the writer's name, address and telephone number. We reserve the right to edit and/or condense letters for clarity, brevity, or other editorial purposes. Due to the volume of mail received, we cannot answer letters personally.

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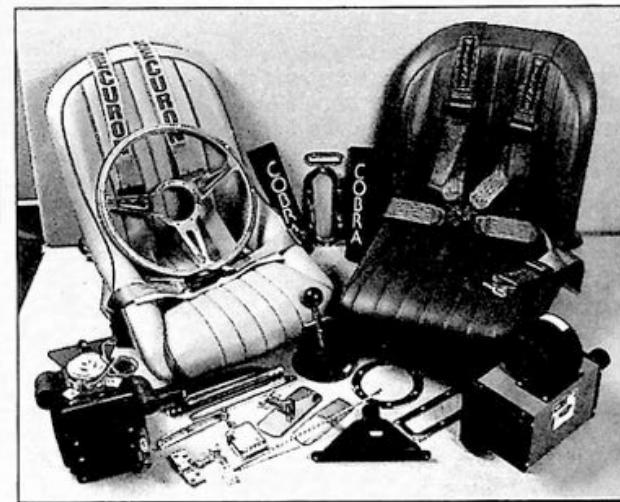
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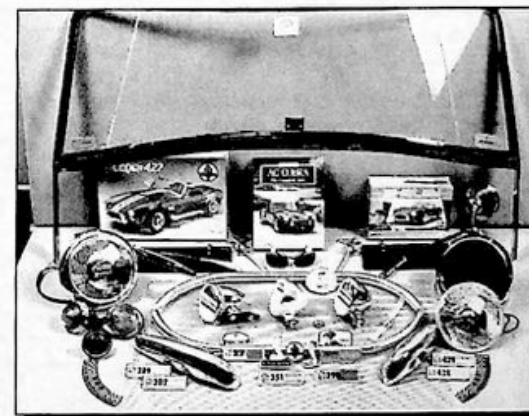
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ENGINE GUIDE

By Brent Ross

USING YOUR HEAD

Building a kit car requires many decisions: which kit to buy, choosing paint or gelcoat finish, big-block or small-block, volt meter or amp meter—the decisions never stop. And when the time finally comes to cap off the cylinders, kit car builders are faced with another set of questions: should they install stock heads, have the heads ported (and to what degree) or bolt on all-new aftermarket heads? Those are good questions, but unfortunately there is not just one answer. The solutions will vary depending on how you plan to use the car, your budget, and the model and condition of the current heads. Also, a kit car has one big advantage that should be kept in mind when deciding how much power is enough: light weight. Most kit cars have an inherently high power-to-weight ratio, so they can get away with a more conservative engine than can, say, a 3600-pound Chevelle.

Because the cylinder heads open or shut the door to hidden power, it is crucial that they be tailored to meet specific needs. The heads also must work in concert with other key components in the engine such as the camshaft, intake manifold and fuel-delivery system. The biggest, baddest ports in the world will produce dismal results if they're mated to a torque-biased intake manifold and mild cam. The opposite is also true: A cam with truly impressive lobes will be hampered by a set of stock heads. With those thoughts in mind, let's explore some of the options available.

Points On Porting

First things first: The heads should be in top condition. It makes no sense to port heads that are in need of repair. If the valve guides are worn out, the deck surfaces are warped or maybe the heads are cracked, you are basically in the same boat as the guy without heads. Often, repairing the heads costs nearly as much as purchasing new aftermarket high-performance units. This is especially true if you add in the cost of having thread-in rocker-arm studs installed to replace the cheesy press-in stock units. For example, a set of GM small-block SR heads from Dart runs about \$600 and outflow the O.E.M. units. Likewise, the thin-wall GM and Ford heads from about 1980 and later make poor candidates for anything other than a light "clean-up," because their thin port walls can't be

opened up without cracking. If you have these thin-wall heads and desire top flow, you'll have to look for an early head, an aftermarket or a factory performance head such as the GM Bow-Tie.

Assuming that the O.E.M. heads are in top condition, the good news is that most small-blocks can expect about a 25hp increase from nothing more than a light clean-up of the ports. This work typically costs about \$100. The gains are not enough to warrant tearing down a running car to have the ports cleaned, but having it done while the engine is on the bench during the build-up stage makes a lot of sense. Furthermore, the advantages of a performance three-angle valve job should never be overlooked. The three-angle cut improves flow at any amount of lift and effectively increases the diameter of the valve by recessing it into the head. Prices for this work vary greatly, but look for between \$100 and \$200. Installing larger valves generally costs about the same, plus the cost of the valves and related hardware.

Performance head shops generally offer porting in various stages. We'll climb out on a limb and say that, generally, each stage is good for approximately a five-percent increase in flow, which buys about a 20-25hp gain from the heads, provided that you have the correct combination of cams and so forth.

The following is a breakdown of the various porting stages and what to expect from each.

Stage I: Three-angle valve job, mild porting to deburr parts and remove casting flash. Blending of the bowl area is also done.

Stage II: All of Stage I, plus matching the intake port to the intake gasket, working the short-side radius of the intake port to reduce turbulence, as well as a light polish.

Stage III: All of I and II, plus heavy bowl work and polishing of the port runners, setting the seat-ring ratio and possibly installing larger valves. Stage III is a mild race port.

Stage IV: This is typically full race

porting and out of the scope of kit car applications.

Bolt-On Alternatives

Often, bolt-on performance heads from companies such as Edelbrock, Air Flow Research, Dart and Bow-Tie provide better performance straight from the box than Stage III ported O.E.M. heads. (And if a butcher performed the port work, stock O.E.M. heads will outperform the Stage III

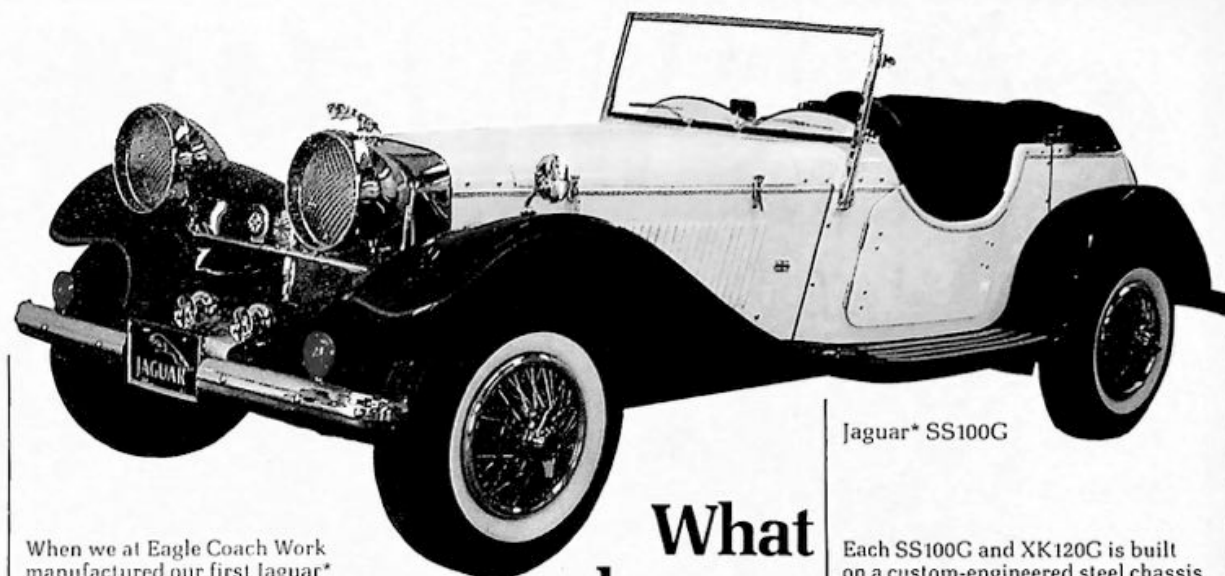
FORD 302 CYLINDER HEAD DOLLAR VS. PERFORMANCE

PORTING	COST	CFM INTAKE/EXHAUST	HORSEPOWER INCREASE FROM STOCK	VALVE SIZES
STOCK HEADS COMPLETE	\$470	183/111	215 stock	1.78 in. 1.46 ex.
STAGE I	\$70	195/132	24	1.78 in. 1.46 ex.
STAGE II	\$175	210/144	48	1.78 in. 1.46 ex. 1.94 in. 1.50 ex.
STAGE III	\$237		58	
STAGE IV	\$686	221/152	83	1.94 in. 1.50 ex.
DART WINDSOR JR. COMPLETE	\$900	204/123	50	1.94 in. 1.50 ex.
DART WINDSOR COMPLETE	\$900	222/135	75	1.94 in. 1.50 ex.

*cost of installing larger valves
**power gain with larger valves

heads.) For example, Dart Sportsman heads retail for about \$850 and perform better than many Stage III ported O.E.M. heads costing \$450, plus the original price of the heads. Aftermarket heads are often made of aluminum, which offers the advantages of lighter weight, better repairability and better heat dissipation, allowing for more compression.

This should give you an idea of the amount of head work—if any—that would best suit your needs. However, remember that we're speaking in broad terms here and that pricing and quality of porting will vary. Also keep in mind that a flow bench is simply a tool; it measures dry air at a constant state, not the flow of wet fuel mixture in an engine with continually changing loads. The real test is putting the heads on your engine and running the car. KC



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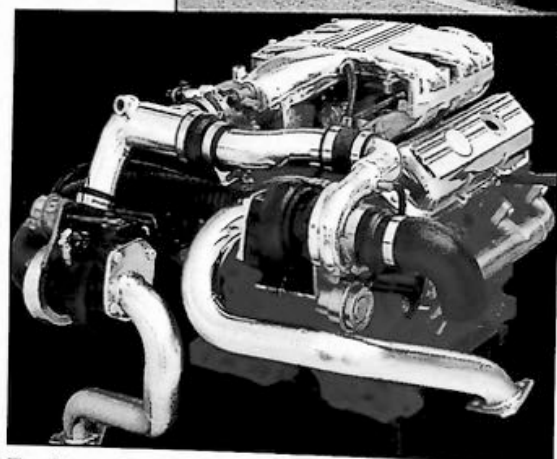
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ALL PUMPED UP

Turn Your Fiero From a Wimp Into a Turbo Titan



By Steve Temple

OK, your donor car is really buff now that it has a new body, but what about putting some real muscle under that skin, too? Well, Imaginary Fiber Glass (IFG) not only offers the plastic-fantastic panels shown here, but can also help you build up the meat underneath. We should point out right from the get-go that IFG's workout program is available for Fieros, Volkswagen Type I and Honda/Acura powerplants (the latter is actually the most popular).

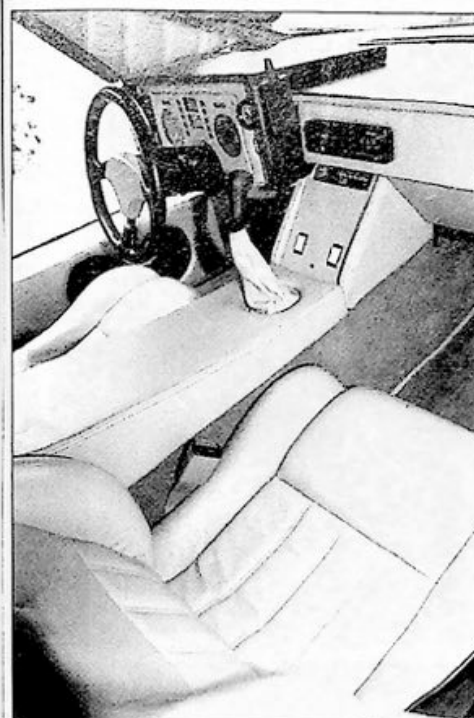
On the Fiero, that darling of the rebody set, we've seen all sorts of engine tweaks and transplants for its 98-pound weakling of a powerplant, from new cams and headers (not enough) to a musclebound big-block V8 with a high-rise manifold (way too much). Turbocharging, however, falls somewhere in between. No, it doesn't have the low-end grunt of a 350 Chevy, but overheating or clutch slippage are rarely problems. And a prop-

erly boosted windmill is a lot quicker way to get more scoot than fiddling with the cams and exhaust headers. Just pump up that puppy with a Garrett AirResearch turbo (or even two of 'em, if you want the power to come on quicker), and faster than you can say "Arnold Schwarzenegger," you've got one ferocious Fiero that won't get sand kicked in its face.

How much more power can you expect? Generally, the forced-induction rule of thumb is about a 50-percent increase in power for a turbo motor, but that can vary widely with the amount of boost. Developed by Jim Duke, whose VW drag motors

still hold a record for the quarter-mile, the IFG turbos typically go out the door with about 8 pounds of boost (the wastegate can be set for more, but proceed at your own risk—see box on turbo tips). Available only for the 140hp 2.8-liter V6 engine, IFG's single turbo (\$2700) puts out a claimed 190 hp, and the twin (priced at \$3500) develops about 200 hp. (Turbo terrorists can arm their Fieros with a 320hp unit that blasts out 20 pounds of boost, but that's another story.) Even though the twins don't offer that much more output for their higher price tag, IFG says they spool up faster for better performance off the line. The size of the compressors also varies with the type of transmission, the automatic getting slightly smaller units for better throttle response.

Keep in mind that this sort of engine mod may not pass emissions testing in some states (if they have a visual-



IFG offers a new dash and center console with its kit to create a luxu cockpit that's in keeping with the bodywork.

inspection requirement—the tailpipe sniffer should register the same at idle). If you live in such a locale, we've heard that some turbo enthusiasts save their old exhaust pipes and bolt them back on to pass smog, but you didn't hear that from us.

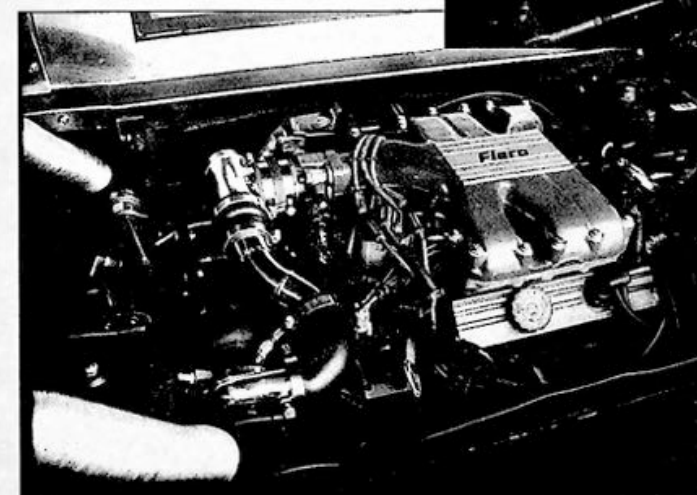
But enough of all these claims of increased output—just how quick is a turbo Fiero? Since we're a bit greedy, we opted for a twin-turbo setup, but the only one available had an intercooler on it. Jim Duke says the finned box is useful for running on the top end, but it does interfere with low-end acceleration. Still, even with an intercooler clogging the breathing passages, plus extra-fat

tires and a balky manual shifter, we mustered a 0-60mph time of 5.9 seconds, more than 2 seconds quicker than a stock '84 V6 Fiero. Midrange numbers for 30-50 mph and 50-70 mph were 2.5 and 3.5 seconds, respectively. For the first few thousand rpm, the exhaust note is pretty puny, but once those compressors start singing, it's time to rock 'n' roll.

We'd probably be able to improve on those figures with an automatic transmission, slightly smaller meats and a lower rear-end ratio. We also noticed that weather conditions can make a big difference in the turbo's output, because the best times we recorded were on a cool, humid morning, while on a hot, dry day we ran as much as a second slower on the 0-60mph times. Overall, we're impressed with the gains in performance achieved for the dollar amount invested, but having flexed this Fiero's muscles a bit, we're ready to pump it up to 320 hp with 20 pounds of boost. Like they say, no pain, no gain.



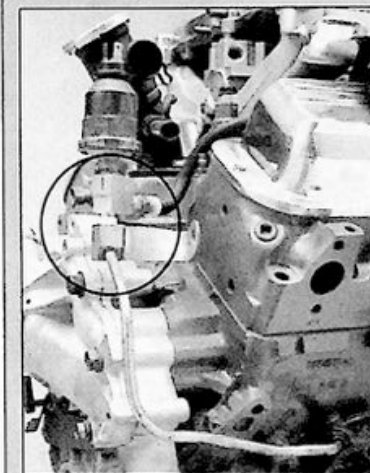
While the difference in output between the single (above) and twin turbo (left) is not large, the dual puffers furnish better response off the line.



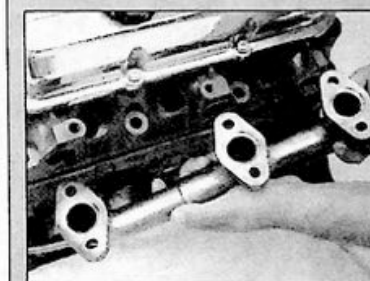
PHOTOGRAPHY: DAVID FETHERSTON, STEVE TEMPLE & WESLEY ALLISON, PPC PHOTOGRAPHIC

TURBO INSTALLATION AND MAINTENANCE

Before you start hooking up all that plumbing (figure on at least a week-end's worth of wrenching), there are several things that should be done to keep your engine from demolishing itself. Keep in mind that you're using the exhaust gases to spin a compres-



To keep the turbos lubricated, a braided oil feed line must be hooked up to a T-fitting added to the oil-sending unit (circle).



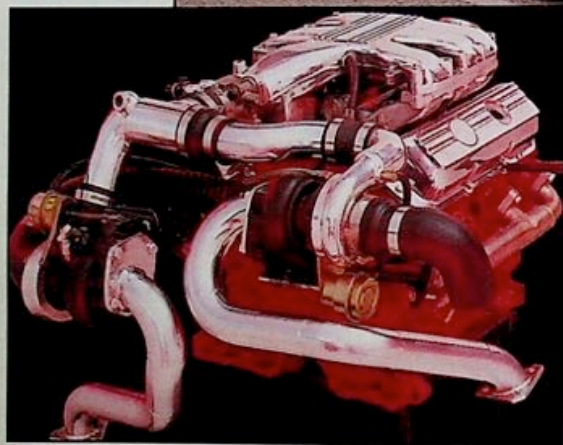
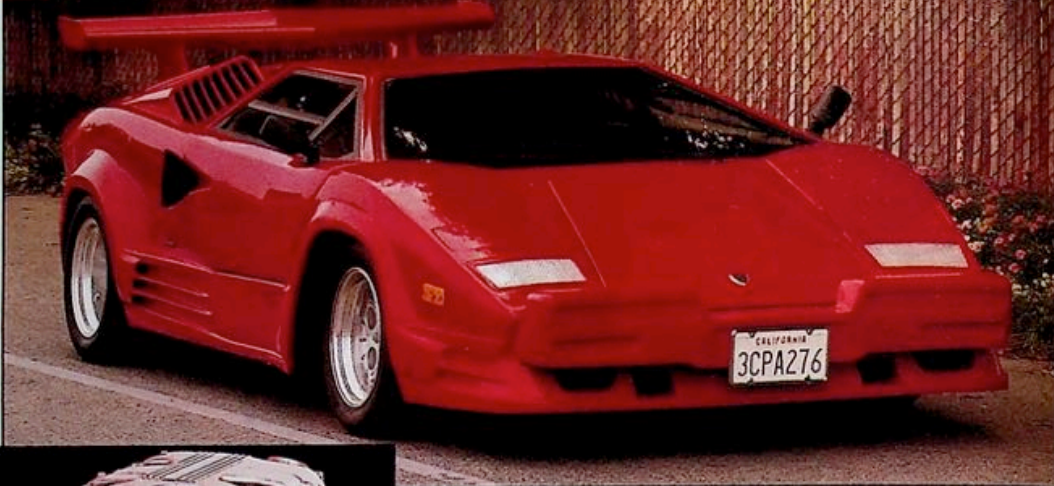
The stock exhaust headers on pre-'88 engines usually have excess metal in the passages that should be removed with a small die grinder.

sor that markedly increases cylinder pressures which, in turn, add increased loads on the rings, bearings, and lubrication and cooling systems. So if your engine has 100,000 miles or more on the odometer (or close to that), bolting on a turbo will only hasten its demise, unless you freshen or preferably rebuild the block. The following are suggested upgrades for a turbo system with 8 pounds of boost (anything more requires high-performance engine work).

- Add O-rings to the cylinder head.
- Clean injector nozzles (very important) to avoid a lean-out

ALL PUMPED UP

Turn Your Fiero From a Wimp Into a Turbo Titan



By Steve Temple

OK, your donor car is really buff now that it has a new body, but what about putting some real muscle under that skin, too? Well, Imaginary Fiber Glass (IFG) not only offers the plastic-fantastic panels shown here, but can also help you build up the meat underneath. We should point out right from the get-go that IFG's workout program is available for Fieros, Volkswagen Type I and Honda/Acura powerplants (the latter is actually the most popular).

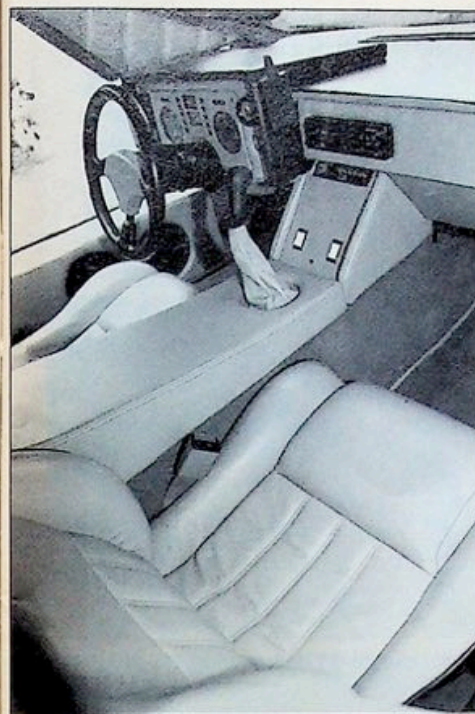
On the Fiero, that darling of the rebody set, we've seen all sorts of engine tweaks and transplants for its 98-pound weakling of a powerplant, from new cams and headers (not enough) to a musclebound big-block V8 with a high-rise manifold (way too much). Turbocharging, however, falls somewhere in between. No, it doesn't have the low-end grunt of a 350 Chevy, but overheating or clutch slippage are rarely problems. And a prop-

erly boosted windmill is a lot quicker way to get more scoot than fiddling with the cams and exhaust headers. Just pump up that puppy with a Garrett AirResearch turbo (or even two of 'em, if you want the power to come on quicker), and faster than you can say "Arnold Schwarzenegger," you've got one ferocious Fiero that won't get sand kicked in its face.

How much more power can you expect? Generally, the forced-induction rule of thumb is about a 50-percent increase in power for a turbo motor, but that can vary widely with the amount of boost. Developed by Jim Duke, whose VW drag motors

still hold a record for the quarter-mile, the IFG turbos typically go out the door with about 8 pounds of boost (the wastegate can be set for more, but proceed at your own risk—see box on turbo tips). Available only for the 140hp 2.8-liter V6 engine, IFG's single turbo (\$2700) puts out a claimed 190 hp, and the twin (priced at \$3500) develops about 200 hp. (Turbo terrorists can arm their Fieros with a 320hp unit that blasts out 20 pounds of boost, but that's another story.) Even though the twins don't offer that much more output for their higher price tag, IFG says they spool up faster for better performance off the line. The size of the compressors also varies with the type of transmission, the automatic getting slightly smaller units for better throttle response.

Keep in mind that this sort of engine mod may not pass emissions testing in some states (if they have a visual-



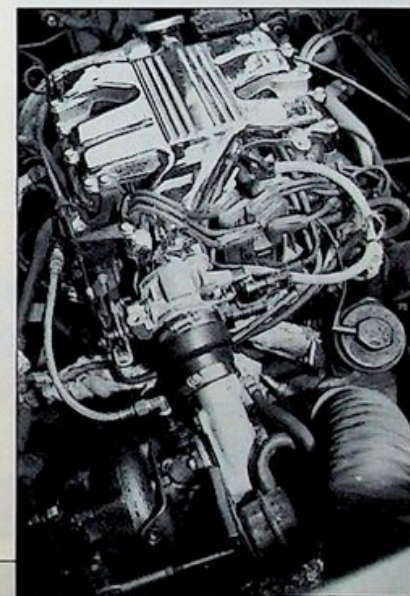
IFG offers a new dash and center console with its kit to create a luxu cockpit that's in keeping with the bodywork.

inspection requirement—the tailpipe sniffer should register the same at idle). If you live in such a locale, we've heard that some turbo enthusiasts save their old exhaust pipes and bolt them back on to pass smog, but you didn't hear that from us.

But enough of all these claims of increased output—just how quick is a turbo Fiero? Since we're a bit greedy, we opted for a twin-turbo setup, but the only one available had an intercooler on it. Jim Duke says the finned box is useful for running on the top end, but it does interfere with low-end acceleration. Still, even with an intercooler clogging the breathing passages, plus extra-fat

tires and a balky manual shifter, we mustered a 0-60mph time of 5.9 seconds, more than 2 seconds quicker than a stock '84 V6 Fiero. Midrange numbers for 30-50 mph and 50-70 mph were 2.5 and 3.5 seconds, respectively. For the first few thousand rpm, the exhaust note is pretty puny, but once those compressors start singing, it's time to rock 'n' roll.

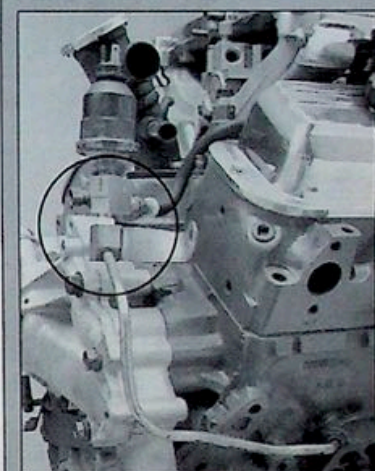
We'd probably be able to improve on those figures with an automatic transmission, slightly smaller meats and a lower rearend ratio. We also noticed that weather conditions can make a big difference in the turbo's output, because the best times we recorded were on a cool, humid morning, while on a hot, dry day we ran as much as a second slower on the 0-60mph times. Overall, we're impressed with the gains in performance achieved for the dollar amount invested, but having flexed this Fiero's muscles a bit, we're ready to pump it up to 320 hp with 20 pounds of boost. Like they say, no pain, no gain.



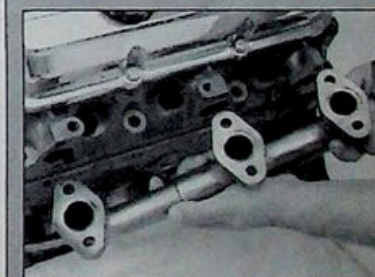
While the difference in output between the single (above) and twin turbo (left) is not large, the dual puffers furnish better response off the line.

TURBO INSTALLATION AND MAINTENANCE

Before you start hooking up all that plumbing (figure on at least a week-end's worth of wrenching), there are several things that should be done to keep your engine from demolishing itself. Keep in mind that you're using the exhaust gases to spin a compres-



To keep the turbos lubricated, a braided oil feed line must be hooked up to a T-fitting added to the oil-sending unit (circle).



The stock exhaust headers on pre-'88 engines usually have excess metal in the passages that should be removed with a small die grinder.

sor that markedly increases cylinder pressures which, in turn, add increased loads on the rings, bearings, and lubrication and cooling systems. So if your engine has 100,000 miles or more on the odometer (or close to that), bolting on a turbo will only hasten its demise, unless you freshen or preferably rebuild the block. The following are suggested upgrades for a turbo system with 8 pounds of boost (anything more requires high-performance engine work).

- Add O-rings to the cylinder head.
- Clean injector nozzles (very important) to avoid a lean-out

ALL PUMPED UP

TURBO INSTALLATION AND MAINTENANCE (cont.)

condition that will burn pistons.

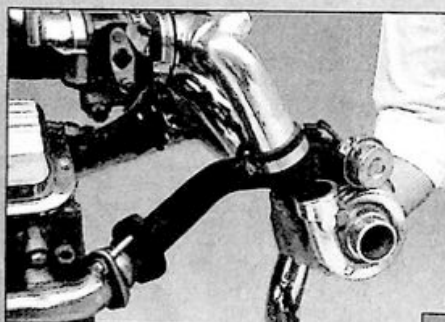
- Grind off excess metal and weld beads inside the exhaust headers to reduce restrictions in the air passages (this mod alone can add as much as 8 hp to a pre-'88 stock engine; the '88 model usually doesn't need porting, but it's harder to install the turbo because you have to strip off the accessories on the front of the engine, which adds another half day to the job).

- To avoid having to weld extra drain fittings into the oil pan, IFG recommends an electric oil-scavenge pump system (\$150 option) that picks up oil from the turbo's drain and pumps it into the rear valve cover where it flows back into the pan.

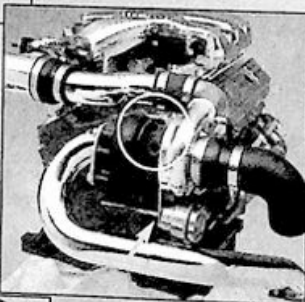
- Install an auxiliary fuel nozzle in the intake plenum, just ahead of the throttle body, to add fuel enrichment under boost.

Note that turbocharging requires extra maintenance procedures, such as the following:

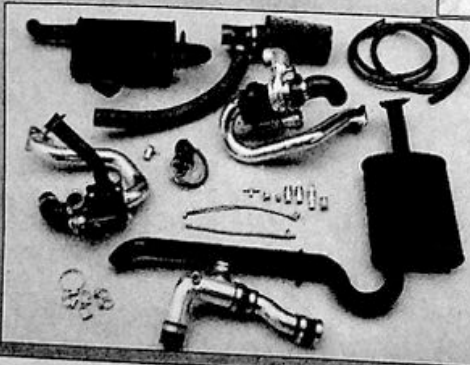
- Add fuel-injector cleaner every 4000 miles to keep nozzles clean (remember the danger of a lean-out condition).
- Change oil every 3000 miles, and use a high-quality synthetic lubricant.
- Use octane booster in the fuel tank for a cleaner burn.
- Even though the compressor jacket is water-cooled, after hard driving, allow the engine to idle for a while to prevent the turbos from coking (building up oil deposits).



Exhaust gases from the headers are routed to the AirResearch compressor with IFG's plumbing. New mufflers are supplied with the turbo kit, but the customer must supply tubing from the muffler to the tailpipe (any muffler shop should be able to help here).



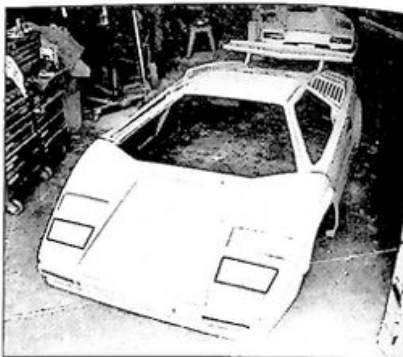
To maintain engine life, the wastegate (arrow) on the automatic version is set at 8 pounds of boost. The manual transmission model has an adjustable lockout. Note the fittings for the oil feed line and the water inlet (circle).



IFG's twin turbo kit includes the following: two AirResearch turbos, mandrel-bent stainless-steel turbo headers, wastegates, a plated exhaust system, two turbo mufflers, a high-flow catalytic converter, a K&N air cleaner, polished compressor housings, installation hardware, computer chip and boost gauge.

BODY BUILDING

Maybe you're not ready for a turbo system yet, or you'd rather do a complete V8 engine swap (IFG has a hardware kit for this mod as well). That's your choice. But what about this hot body kit? Actually, IFG has two Interceptor kits, the 5000S Edition (which fits on a stock Fiero chassis),



For \$2500 extra, IFG has a pre-assembled body package (the 5000S is shown here) that simplifies the buildup.

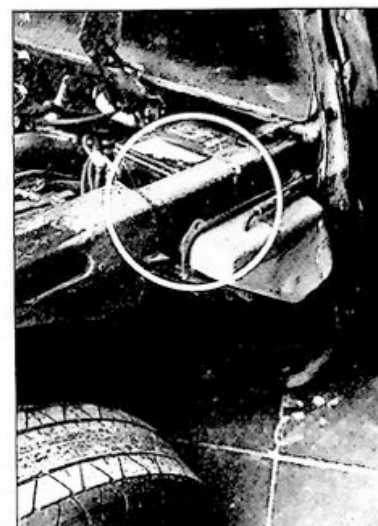
and the 25th Anniversary Replica (which requires a 5-inch stretch on the frame just behind the cockpit). Both cars require chopping the top and welding additional chassis reinforcements on the sides and underneath. Due to the level of difficulty of this kit, IFG offers a new pre-assembled body package with all the lids hung. Even those hellacious high-rise doors—every Lambo-kit fan's worst fear—come already mounted on reinforced hinges with gas shocks. The upcharge for this package is \$2500, well worth it, in our opinion, in saving you time and hassles. A basic body kit runs \$6900, but that doesn't include any "accessories" (actually necessities) that come in a separate package for \$2500. This consists of hinges, lights, windows, a dashboard, mirrors and so on. So really what you should figure on spending is at least \$9400 if you plan to hang those dang doors yourself, and another \$2500 if you want to see the kit on the road while you're still young enough to enjoy it. (IFG readily admits that the buildup can be challenging, and estimates that a



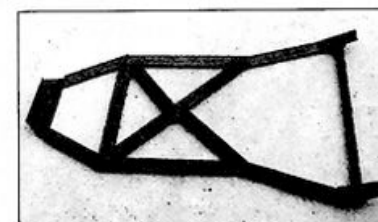
Tubular-steel reinforcements in the door and backing plates for the hinges ensure a smooth-functioning mechanism.

novice builder will take more than 400 hours to assemble a kit from scratch.)

In looking through the components of the kit, we were impressed by the detail and engineering that went into items such as the door reinforcements and adjustable headlight brackets, but we do feel the



A 5-inch stretch in the frame just behind the cockpit is required for the 25th Anniversary Replica.



This tubular-steel reinforcement is welded underneath the chopped Fiero

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ALL PUMPED UP

TURBO INSTALLATION AND MAINTENANCE (cont.)

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- Grind off excess metal and weld beads inside the exhaust headers to reduce restrictions in the air passages (this mod alone can add as much as 8 hp to a pre-'88 stock engine; the '88 model usually doesn't need porting, but it's harder to install the turbo because you have to strip off the accessories on the front of the engine, which adds another half day to the job).

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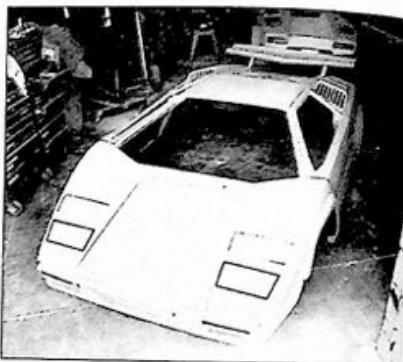
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Tubular-steel reinforcements in the door and backing plates for the hinges ensure a smooth-functioning mechanism.

novice builder will take more than 400 hours to assemble a kit from scratch.)

In looking through the components of the kit, we were impressed by the detail and engineering that went into items such as the door reinforcements and adjustable headlight brackets, but we do feel the underbody bracing could have been welded a bit more neatly and thoroughly. Options include a rearview video camera to help you back up the car. (Otherwise, you have to sit sideways on the doorsill with your rear hanging over the pavement to keep from hitting anything. We call it the Lambo limbo.)

IFG's Ray Hoogenraad (he's Dutch by origin) has done a number of kits over the years, including a one-off F40 replica used as a movie stunt car. (He avoids the F-word these days in his replica lineup to avoid coming down with the Modena malaise.) He's also helped to build a 15-foot-high Harley motorcycle, antique trucks for



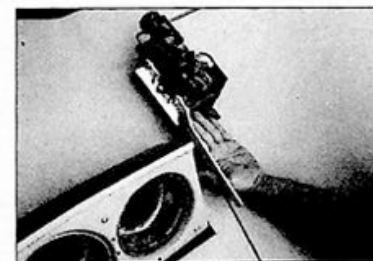
IFG makes its dash and console kit out of plywood for ease of stapling on leather upholstery.



A 5-inch stretch in the frame just behind the cockpit is required for the 25th Anniversary Replica.



This tubular-steel reinforcement is welded underneath the chopped Fiero chassis to provide torsional rigidity.



Although the stock headlight motor is used, IFG supplies an adjustable lift mechanism to fit the body kit.

major league baseball, and now has another hush-hush exotic in the works (featuring a Fiero chassis with an 8-inch stretch and a longitudinally mounted Corvette mated to a Porsche transaxle), along with a Cobra. As Ray is quick to point out, creating new cars is simply no problem. **KC**

SOURCE

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909/597-4410

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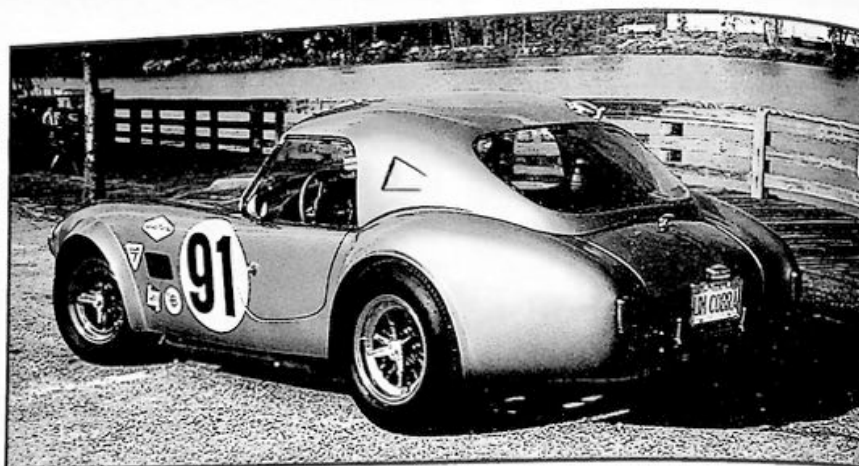
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By Tim Bernsau

Many kit car owners feel that working with fiberglass is weird science. It's difficult, it's expensive, it's smelly and it's sticky. Wake up! The truth is that fiberglass repair is neither weird nor expensive. (It *does* stink, though, and you should wear gloves when you work with it, too.) In fact, fiberglass can be worked, shaped and repaired as easily, if not more so, as sheet-metal.

Since fiberglass is a fundamentally different material from steel or aluminum, it usually requires different care and repair practices. The principles and practices that work successfully with sheetmetal generally don't work with fiberglass.

To show us how to handle a typical repair job, we asked for help from some real pros on the matter, the folks at Unique Motorcars, who had to replace the front quarter on their 289 FIA racing Cobra replica. We were heartsick when we heard that the car T-boned a guardrail at 50 miles an hour at Maple Grove Raceway. On the bright side, nobody was hurt, and *Kit Car* got a great specimen for this fiberglass story.



Alan Weaver of Unique Motorcars explained the process of restoring the Number 91 car.

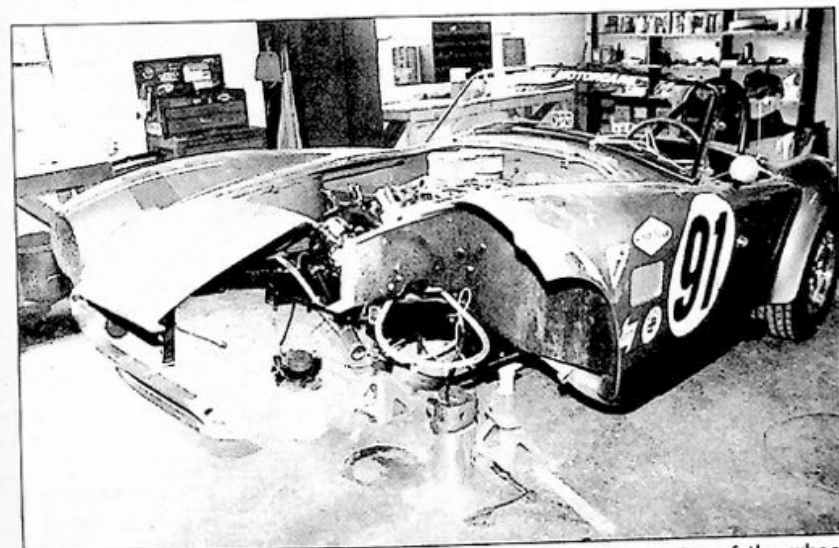
As an aside, note the addition of a hardtop on the repaired vehicle. This lesser-known feature was known as the LeMans top. That's because Carroll Shelby built Cobras with one thing in mind: racing. His cars were modified for the specific types of racing in which they competed. In 1963, two 289 Cobras were specially prepared for racing on the famed LeMans track. Their preparation included removable aluminum tops to help overcome some of the air drag they encountered on the Mulsanne

Straight at speeds above 150 mph.

The fastback-style bonnet, created in cooperation with AC Cars, ran to the center of the re-engineered trunk lid, and caused a few problems, which Shelby imaginatively resolved, and which Unique Motorcars has faithfully replicated. The partially covered trunk lid was cut in half and rehinged as two separate lids, with the lower one hinged at the bottom and the T-handle moved to the top. The stock gas cap was connected to the cap in the top by a filler tube running inside the rear window. Hot air from the engine compartment and cockpit was released through

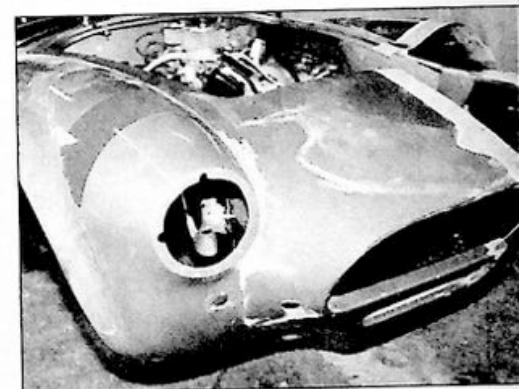


Ouch! Here's how the car looked after it kissed the rail at 50 mph. This car happens to be the one that Unique used to create the molds for its 289 FIA replica bodies, and it has been cut apart and rebuilt many times, which is probably why it didn't suffer more damage in the crash. If the body had not been cut and rebonded in the past, it may not have broken as cleanly, and would have suffered a few more fiberglass fractures. As it is, the damage consisted primarily of a mangled left front quarter-panel and inner fender, and a broken steel radiator support.

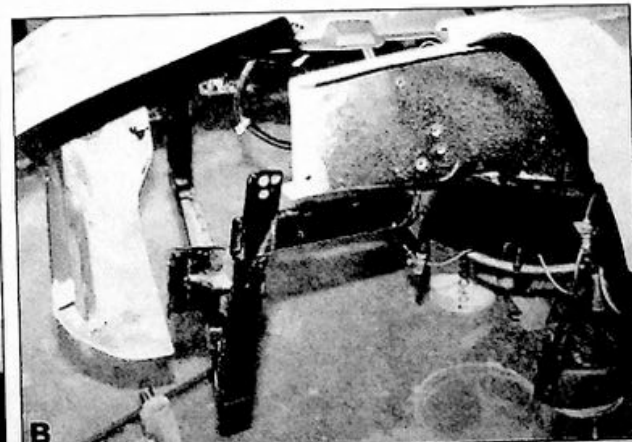
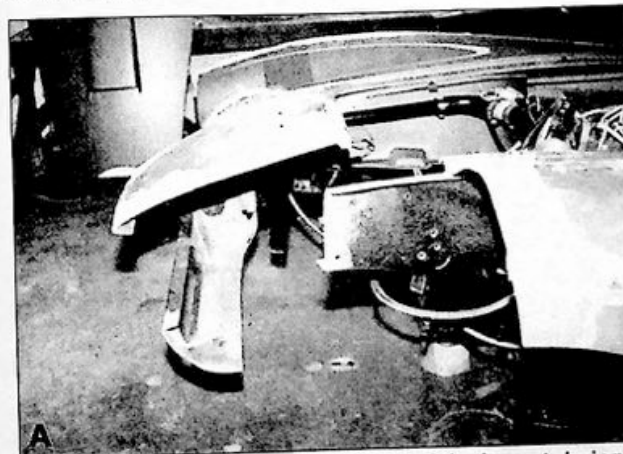


The damaged section of fiberglass was cut away from the center of the wheel opening to the center of the nose. The radiator and broken radiator support were also removed.

large side vents. Unique now offers the top as an option for \$3000—not a bad way to reduce your Cobra's wind resistance, and to also get out of the weather on your next road trip.



Less severely damaged portions of the body were repaired with Dynaglass fiberglass filler.



The driver-side jack bumper took a lot of the impact during the crash, and had to be sliced off (A). The bar was attached to the radiator support, which had to be straightened and rewelded (B) before any fiberglass repair could be done. Considering the force of the impact, it's amazing that there was no other damage to the frame. Normally, kit cars are not crash-tested, but this one was, and it came through in surprisingly good shape.

'GLASS REUNION



The Repair and Care of Fiberglass Bodies

'GLASS REUNION



Using measurements from the car, a new front quarter-panel was laid up in the mold. This black gelcoated piece was later trimmed for an exact fit.



A 12-inch section of a new inner fender was cut off the stock piece to replace the destroyed part.



SKIN CARE

Most fiberglass kit car bodies consist of glass fibers and resin (usually the polyester type), but not all have the same finish, and proper care will vary depending on the type used. Basically, there are two standard ways of finishing fiberglass: color gelcoating and painting.

A color gelcoat is applied during molding, with pigment used to tint the thin, outer layer of resin. It's essentially colored fiberglass. Since the pigment in gelcoat is not a top coat, but an intrinsic part of the material, an oxidized and/or scratched finish can often be restored by buffing with a polishing compound. However, some gelcoats may be finished with a clear top coat, which can be damaged by a too-abrasive polish. Note, too, that even though the pigment is part of the resin, you can still grind through it if you're not careful.



The finish on a painted fiberglass body is fairly similar to that on painted sheetmetal. The color is typically a urethane top coat that, as with sheetmetal, uses adhesion promoters to bond to the body, and typically requires a primer coat and a clearcoat. Painted finishes are relatively thin, and, like thin-skinned people, painted fiberglass is very sensitive. Aggressive polishing can wear through the clearcoat, exposing the color coat underneath. The color coat is more vulnerable to oxidation, and the result is a dull, chalky finish. This can be avoided by using a high-quality wax that protects the finish from dust, dirt, pollution and particles. It also increases the reflectivity of the finish, which not only looks good, but also reflects those damaging UV rays. Polishes containing a combination of polymers (chain molecules that actually bond with the finish) and carnauba wax (a barrier coat that seals the pores in the outer layer) offer good protection and gloss, and regular applications will remove any light, loose oxidation and inhibit further oxidation. Boat-care products may be of particular value in protecting a color gelcoat, since the same material is used to finish fiberglass hulls.

The Wax Shop offers a wide range of waxes and polishes. For removing oxidation or scratches from plastic, its fine-abrasive polishing compound may be necessary.

Polishes vary in their levels of abrasiveness, and finishes vary in their sensitivity, so start with the least abrasive polish or rubbing compound you can find. Test the polish in an obscure location, such as an inside door panel or on a highly oxidized section of fiberglass. If the polish isn't abrasive enough, try a slightly more abrasive product until the oxidation is removed but the finish is not

resins. This can reduce the plasticity of fiberglass finishes, causing brittleness that results in crazing or cracking. Star-shaped or spider web cracks may appear, or the bright colors of the fiberglass may be reduced to a hazy or chalky dullness.

The best way to avoid UV damage is with a high-quality wax that protects the finish from dust, dirt, pollution and particles. It also increases the reflectivity of the finish, which not only looks good, but also reflects those damaging UV rays. Polishes containing a combination of polymers (chain molecules that actually bond with the finish) and carnauba wax (a barrier coat that seals the pores in the outer layer) offer good protection and gloss, and regular applications will remove any light,



SOURCES

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Turtle Wax
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WARNING:

DO NOT BUY OR BUILD ANY KIT CAR UNTIL YOU READ THIS PAGE!

It all starts before you order any information packets from manufacturers. That is why you need to read the following

Knowledge is Power!

Corey Rudl, the owner of two kit car companies since the age of 17, has seen too many good people take 2 years instead of 2 months and budget \$10,000 but spend \$30,000 to complete their kit car. Not because they're stupid, but because they do not have the experience, inside tips and secrets, and costly knowledge it takes to build a kit car with the least expense. Corey became so frustrated with this situation that he decided to show you how easy it is to avoid all the pitfalls and aggravation, but best of all, he shares all his kit car secrets with you in his new book called *Secrets of Buying & Building Your Specialty Car Inexpensively*. It contains some of the most exciting facts you will ever read.

It doesn't matter if you are looking for a kit or turnkey car, presently assembling one, or have completed your kit; the information in his book will save you thousands of dollars! Some of his techniques, tips and secrets are revolutionary and worth a small fortune! Many of them apply to any car, not just your kit car.

Some things you will learn on Building:

- Corey's personal supplier list—over 80 suppliers with cheap, hard-to-find parts
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- The real costs of kits and parts
- What common fiberglass problem can cost you \$1,000.00 to fix
- Master any assembly procedure you desire
- How and where to find the right parts and the



Don't let the title fool you. You are not going to build a cheap, substandard car from this book. But you will get the the insider's scoop on how to build the the top-notch kit car of your choice for the lowest cost humanly possible.

proper donor car

- 52 of the hardest-hitting building tips
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 - what to look for when buying
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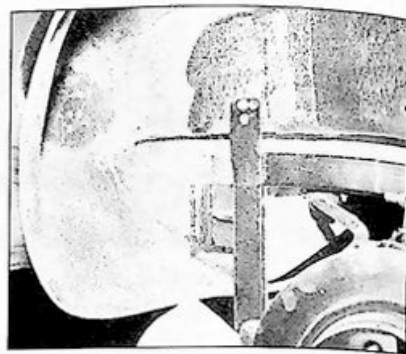
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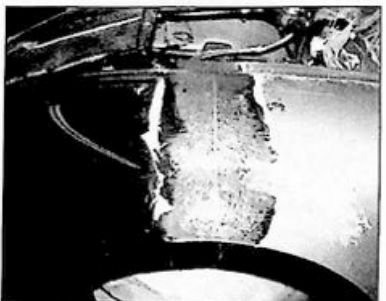
The new inner fender was reattached to the undamaged inner fender with strips of fiberglass.



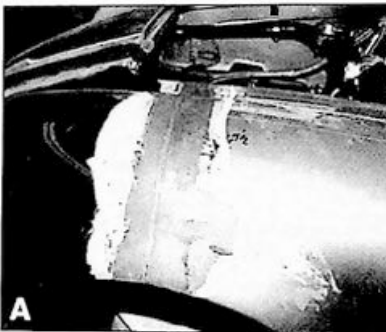
To attach the new front quarter piece, the underside was 'glassed in first. Aluminum strips, screwed into the body, secured the panel in place while the fiberglass set. Fiberglass doesn't stick to aluminum, and the strips were easily removed once the fiberglass had cured.



The inner fender was then bonded to the quarter-panel with a layer of fiberglass (note lighter area).



Fiberglass matte (a felt-like material made from randomly oriented fibers held together by a binder) was then applied to the outside seams.



Once it had set, the fiberglass was ground smooth (A), and the seam filled in with a layer of Dynaglass to even out any low spots (B). It was also used to touch up areas on the new molded part.



Once it had set, the fiberglass was ground smooth (A), and the seam filled in with a layer of Dynaglass to even out any low spots (B). It was also used to touch up areas on the new molded part.



The identical steps were followed to secure and fill the seam on the nose. Once the filler had cured, both seams were once again sanded for smoothness and adequate paint adhesion.

Any scratches and pinholes were finished with polyester putty and sanded. The entire front of the body was carefully sanded and washed in preparation for the primer coat. A good polyurethane-based primer should be used



when painting fiberglass, since polyurethanes provide better protection against shrinkage or air bubbles than acrylic-lacquer primers do.



Fiberglass bodies are typically painted with polyurethane color coats, but since the Cobra's original Viking Blue paint was not available in polyurethane, the car was painted with acrylic lacquer to maintain the original color. The car was finished with a polyurethane sealer. Unique Motorcars has painted many Cobras with acrylic lacquers with good results, even under such harsh conditions as outdoor auto events. If a good polyurethane primer and sealer is used, a lacquer color coat should work as well as it did on this car. KC

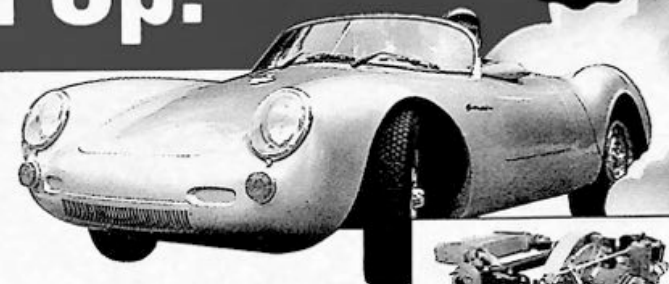
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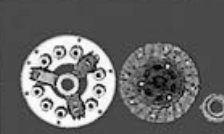
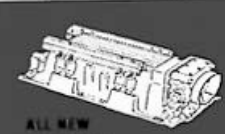


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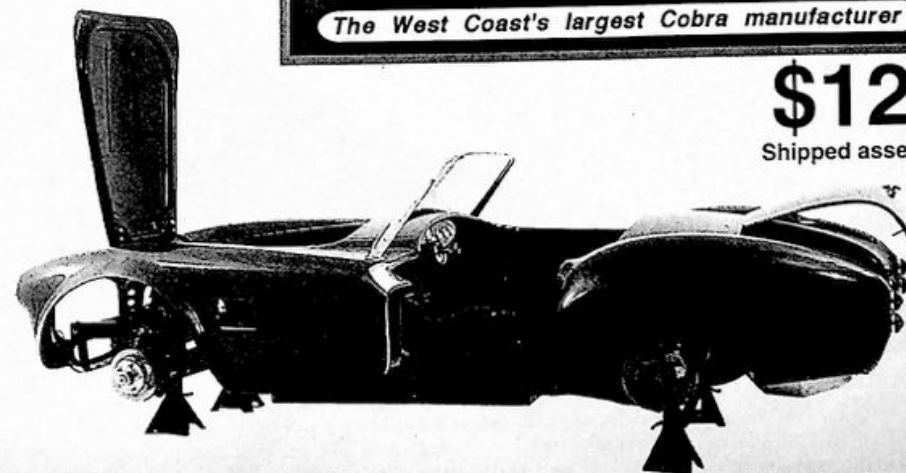
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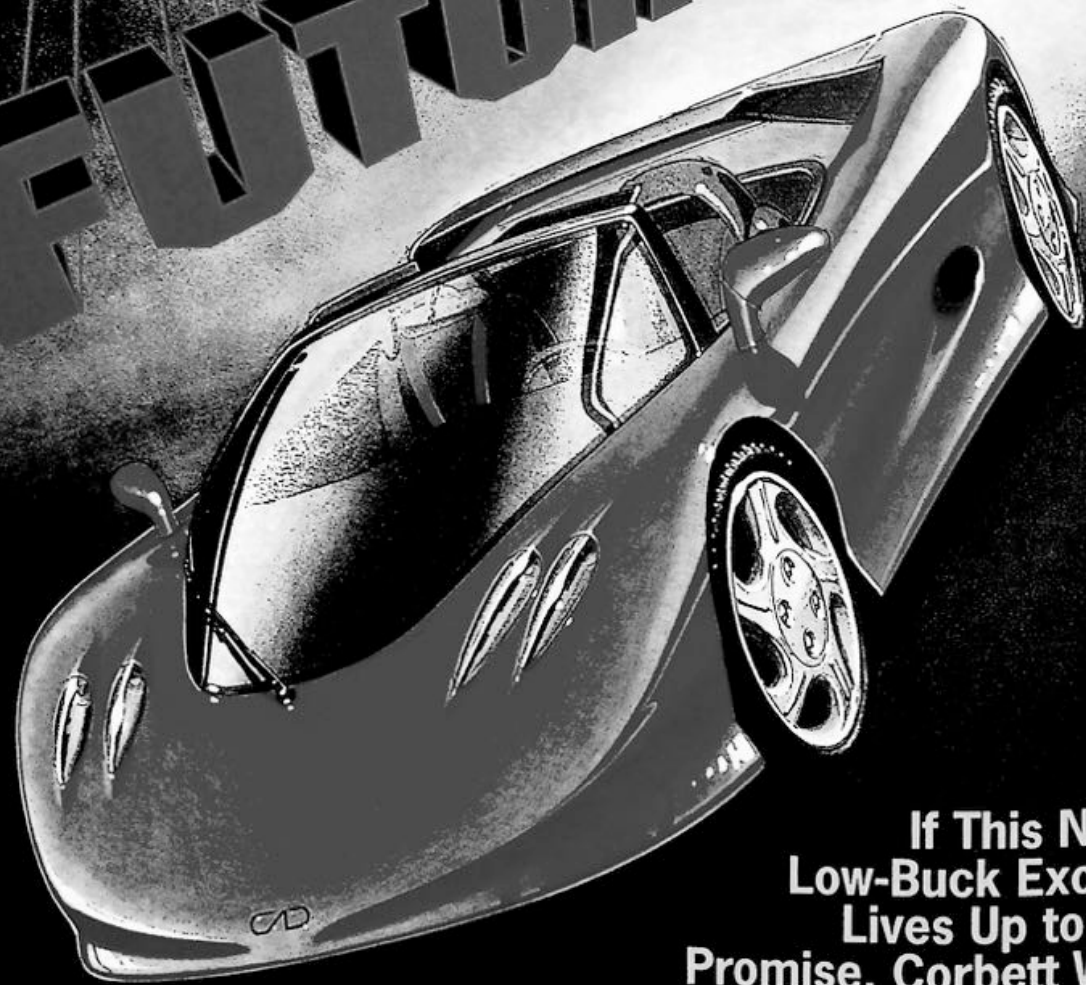
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BACK to the FUTURE



**If This New
Low-Buck Exotic
Lives Up to Its
Promise, Corbett Will
Have a Real Riot on
His Hands**

By David Fetherston

We've come full circle. Even though we live in the age of the information superhighway, a lot of us are looking for the exit ramp. Many have a strong hankering for the past, when things were a lot simpler and less expensive. In the kit car industry, for instance, most companies, like Devin, Meyers, Bradley and Fiberfab, were building sports car kits which slipped right onto a Volks-

wagen pan. Even though they weren't sophisticated kits, they were relatively easy to install and get on the road, and thousands were sold to backyard builders. While some displayed questionable styling (OK, they were downright ugly), they all could turn a Bug into a sports car very quickly and for only a few bucks.

Move our time frame forward to the '90s. A big segment of the kit industry still offers body conversions,

with a wide variety of different makes and models available, but few of them are the kind of kits we had in the '60s, ones that offer style and performance at a really low price, plus truly simple assembly with basic hand tools.

Adrian Corbett wants to change all that. His company, Corbett Automotive Design (CAD) in Lompoc, California, is looking to the future by taking from the past and moving it ahead. He's currently known for his

fabulous Fiero-based Patriot (July '92) that shows just how far you can take a Fiero rebody. It's no mere facelift, but a total personality transplant, with Stealth-fighter styling, a hydraulically hinged canopy, and superb quality and fabrication—plus one big drawback: those exotic looks come at an exotic price.

Although CAD has sold several Patriots and has a lucrative overseas contract, Corbett decided that his next venture should move the price point from premium to plain-wrap. His new car, called the Riot (a fittingly shortened form of the Patriot moniker), would take the simplicity of the VW Bug-based kits of the '60s and add the zing of '90s styling. He'd make sure the car could be built at home with simple hand tools and without any welding or painting. Moreover, a wide variety of engine options would be available, if customers prefer something other than an air-cooled exhaust note.

With prices for most kits starting in the low teens (if you count in all the "options" that are actually required items to complete the project) and running upwards of \$50,000, it's not surprising that Corbett is

looking to fill the huge niche for a kit that sells below \$6000 and can be completed for around \$9000. His new design is a blend of modern computer-aided-design engineering (his background is in aerospace technology) and contemporary automotive styling by Mark Stehrenberger (see accompanying story).

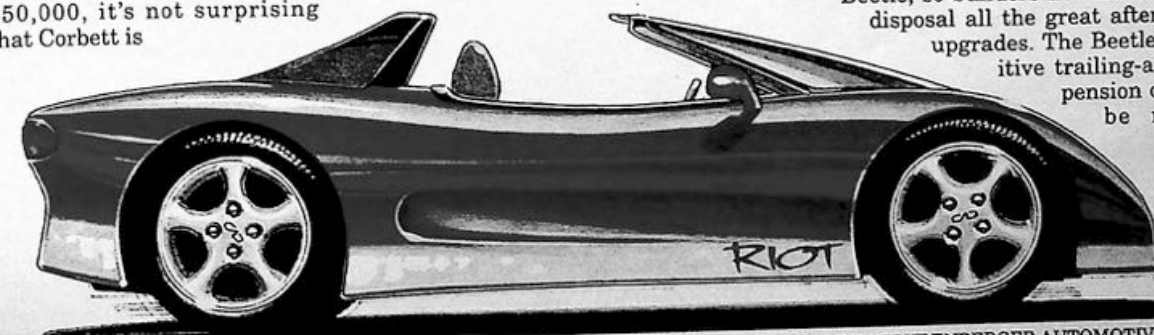
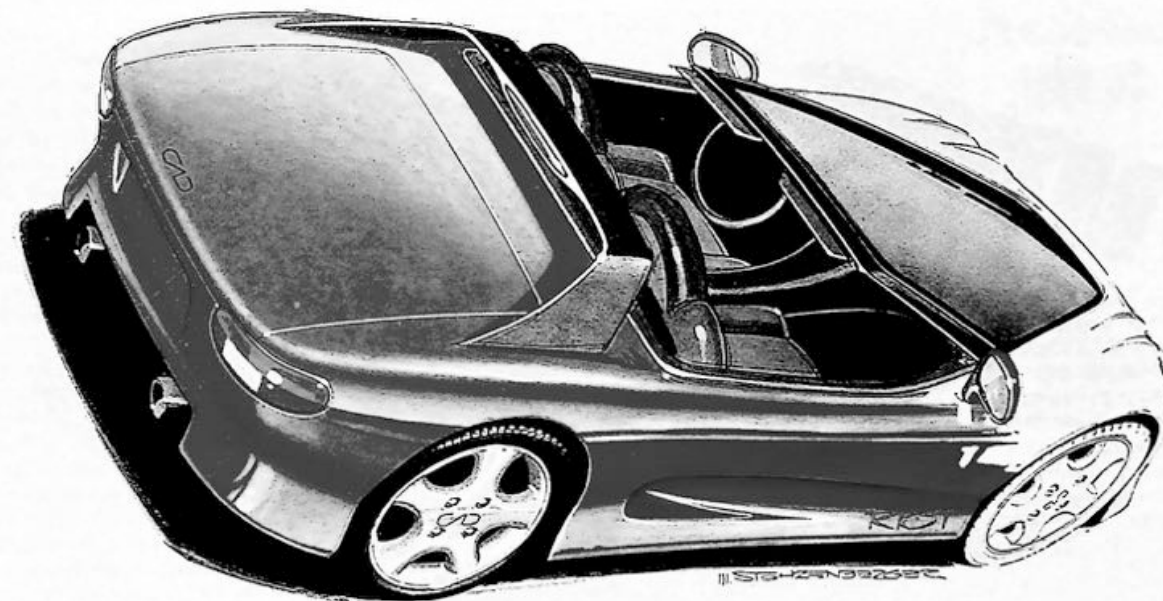
Corbett's approach to the Riot is simple and inexpensive. The body shell for this slick two-seat roadster is designed to bolt on any Type I VW Beetle pan complete with suspension, transmission, brakes and engine. Unlike some VW kits, the pan would *not* need to be shortened. The design calls for a kit consisting basically of two pieces. The body will have no doors and will come in one piece with a dual-purpose opening trunk lid/engine cover. The second piece will be an interior tub that includes the dash, with extensive steel framing for strengthening. It will also add rigidity to the VW pan by securing the tops of the front torsion bars' towers to the shock-absorber mounts in the rear.

For assembly, once the Beetle is stripped of its sheetmetal, the interi-

or tub is mounted to the pan and forms an entity unto itself. The body is then slipped over the inner liner and bolted down. A steel-framed air-foil rollbar attaches to the internal framing of the Riot. A custom laminated windscreen is also part of the kit. A T-top styled roof is being developed, too, and Corbett plans to have it available when the kit is introduced early in 1995. All the lighting would be attached with standard connectors, and the twin capsule headlights are from an Acura Integra.

The kit is designed to handle a wide variety of powerplants (in addition to the stock 1600cc air-cooled unit), from water-cooled VWs and Subarus to four-cylinder Fords and the Mazda rotary. These power options should provide some amazing performance potential. Even with a mildly massaged 140hp VW engine, it could boast a 10:1 power-to-weight ratio—better than a new Z28. Add a lightweight 200hp rotary and it'd be a ball of fire!

As for handling, tire and suspension technology have come a long way since the early days of the Beetle, so builders now have at their disposal all the great aftermarket upgrades. The Beetle's primitive trailing-arm suspension can now be refined with a

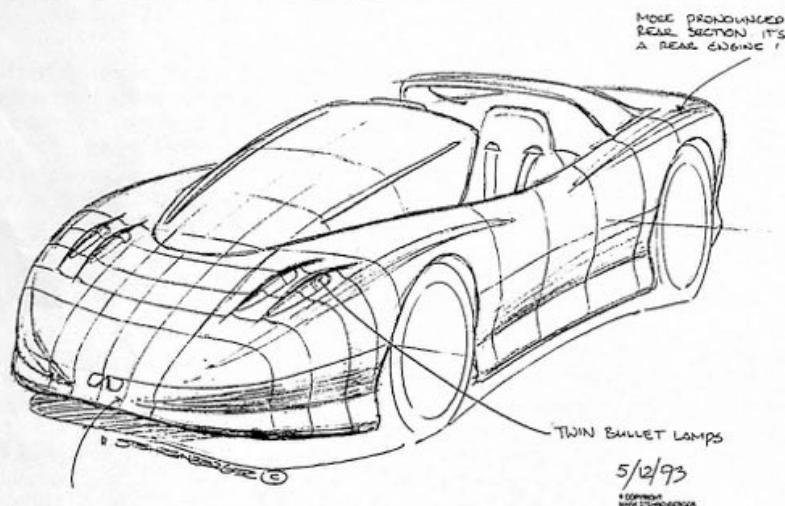
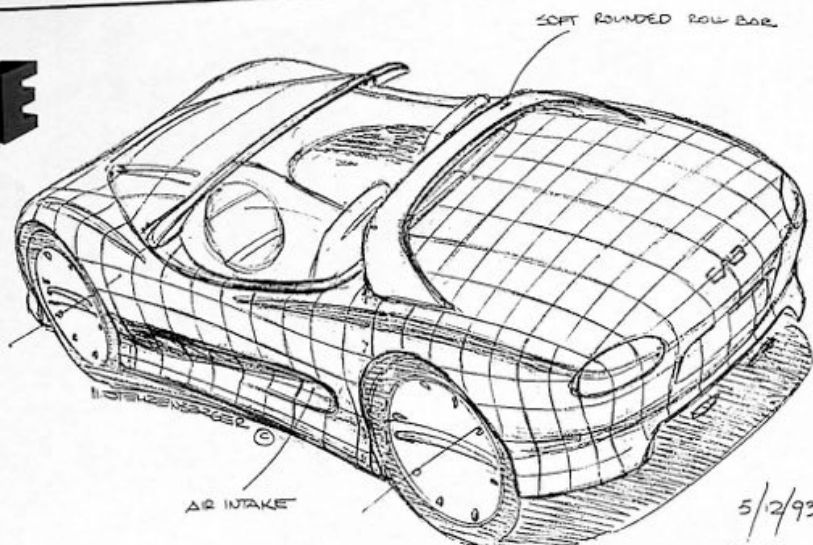


PHOTOGRAPHY: DAVID FETHERSTON; ILLUSTRATIONS: MARK STEHRENBARGER AUTOMOTIVE DESIGN

BACK to the FUTURE

lower center of gravity, coil-over shock conversions and urethane bushings. Other possible add-ons include sway bars, adjustable spring plates, dropped spindles, turbocharging, 2.0-liter air-cooled engines, fuel injection, disc brakes, low-profile tires and 17-inch wheels.

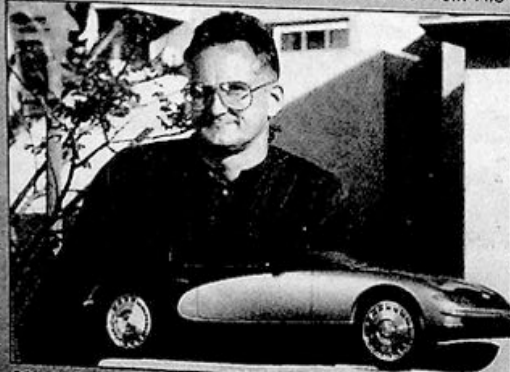
The project is moving along at



While the Riot's basic concept was Corbett's, penning the preliminary lines was put in the capable hands of Mark Stehrenberger.

The Man Who Incited the Riot

Although Adrian Corbett conceived the Riot's basic concept and engineering, he transferred the final design detailing into the capable hands of West Coast automotive designer Mark Stehrenberger. He is well known for his ability to out-think automotive companies and come up with design concepts of how future generations of a particular automobile should look. Southern California has been called a hotbed of automotive design, with nearly three dozen styling studios for major manufacturers located there. In addition to these corporate studios, some of the top freelance automotive designers also call this area home. Mark Stehrenberger heads the list. His company's work, Mark Stehrenberger Design (MSD), has been seen by millions of magazine readers over the past 20 years, and his reputation grew from



Mark Stehrenberger's design pedigree is impressive, and includes work on vehicles such as this concept coupe for Bugatti.

complete automobile projects to futuristic predictions of what new Ferraris or Corvettes may look like.

A trained industrial designer with a specialty in automobiles, Stehrenberger was educated in Basel, Switzerland, and at the renowned Art Center in Pasadena, California, where he now teaches as well. His reputation for fine automotive design and illustration has become worldwide. Like that of many world-class designers, his work extends into different aspects of industrial design, from watches to medical applications, but his first love is cars, and his advanced work has brought him contract work from many major automotive manufacturers. In the past 10 years, he has tackled styling projects for the current Jeep Grand Cherokee, along with work for BMW, Renault, Peugeot, Rolls Royce and the new Bugatti Automobile company. The Bugatti coupe went from a styling exercise to 1/4-scale modeling and set an exciting new '90s style

a steady pace, and Adrian is now finalizing the design, getting ready to build the buck for his molds (nonetheless, he welcomes input from readers on the new design). The model pictured here is the first-generation 1/4-scale version, and Stehrenberger's final styling shows a number of refinements.

Rapid advances in molding technology have allowed Corbett and Stehrenberger to create some exciting lines for the body, and, judging by the quality of the 'glass-work' used on the Patriot, the Riot should be an equally impressive piece. It is interesting to be able to follow a major kit car project from its conception to final production, which we plan to do in future issues. Corbett has an impressive background, a solid track record and the finely honed production skills needed to accomplish the multitude of tasks ahead of him. Judging from its preproduction work, the Riot has all the potential to be everything Corbett claims.

The market is ready for something completely new. The Riot employs technology which is not complex, along with an easy-to-work-on, cheap donor car. The goal is a 21st-century kit. All things considered, Corbett just might have a real Riot on his hands. **KC**

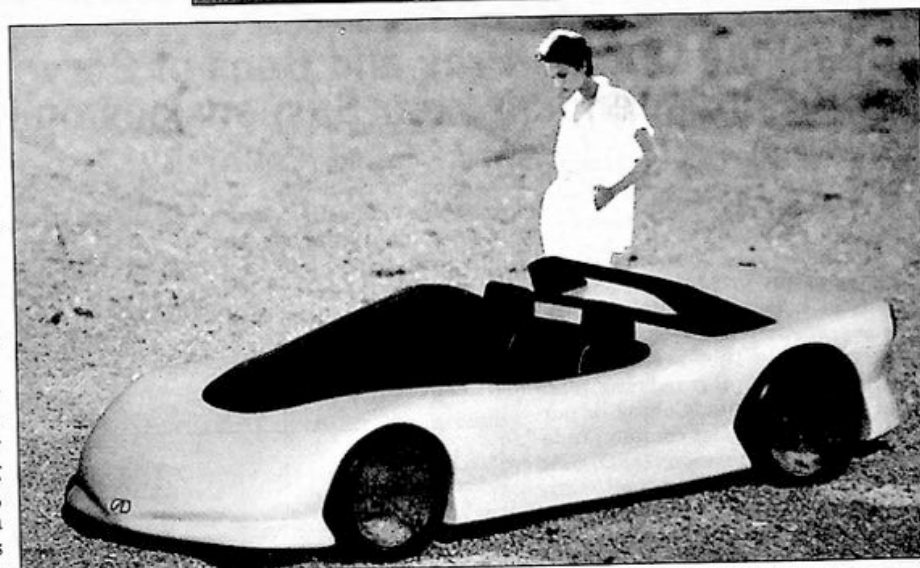
Adrian Corbett's Patriot, with its Stealth-fighter styling and hinged-canopy construction, took the Fiero to stratospheric heights of design (and pricing). The Riot preserves some of the Patriot's styling cues, yet will be much easier to buy and build.



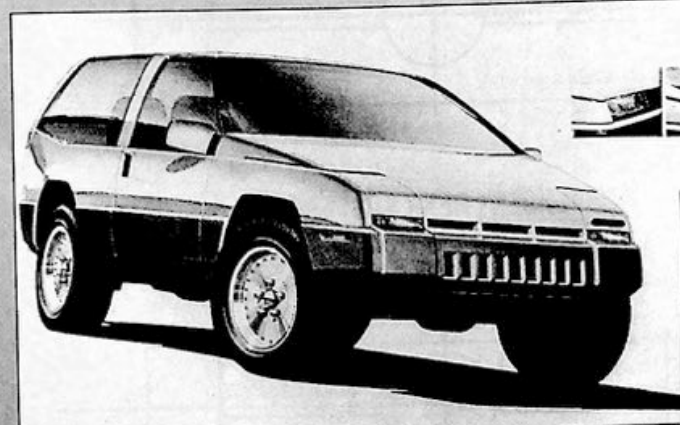
SOURCES

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1228 W. Maple
Lompoc, CA 93436
805/737-4470

Mark Stehrenberger Design
Dept. KC09
3756-1 Gregory Way
Santa Barbara, CA 93105
805/682-1120



This scale model of an early version of the Riot concept shows how the design has evolved from its initial concept.



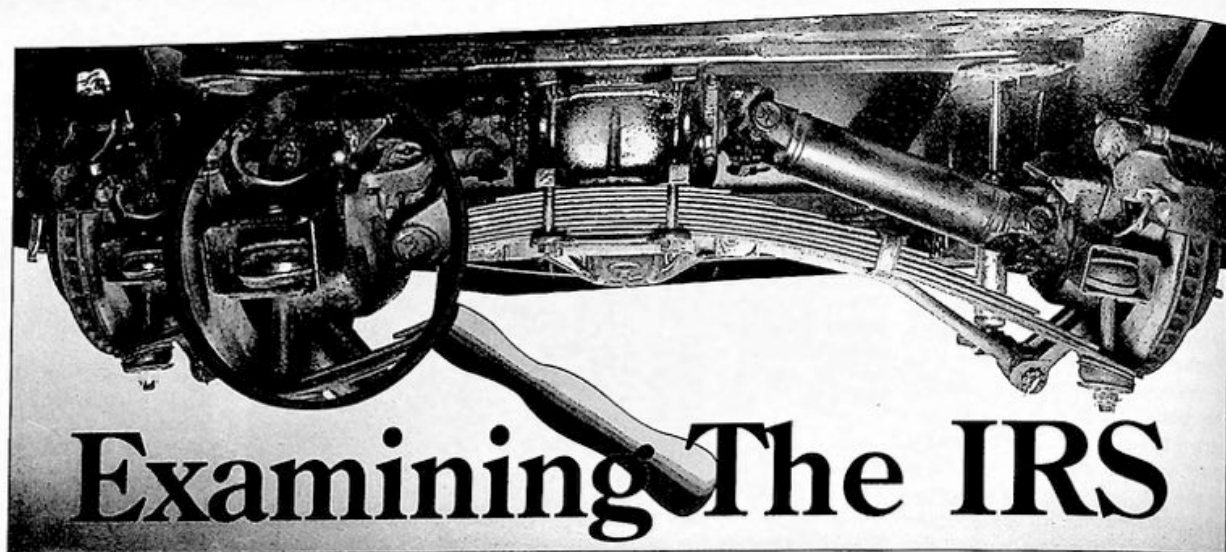
This Jeep Cherokee design displays a number of progressive elements without diluting the vehicle's sport-utility mission.

Like all renowned art, Stehrenberger's work has a certain feel which stamps his style. He is not only a master of technique, but his ability to sense good design goes hand-in-hand with how he perceives the creation of a product in the future.

In many ways, he is a fortune-teller who sees what the future may hold. Like few have ever done, Stehrenberger has the ability to transpose those creative thoughts into fluid lines. Between him and Corbett, we could hardly pick a better combination of talent and inspiration to create a kit to introduce the next century.



MSD's projects include innovative roadsters, four-wheel-drive off-road vehicles.



Examining The IRS

Checking Out the Pros and Cons of Corvette and Jaguar Independent Rear Suspensions on Kit Cars

By Herb Adams

Although United States auto manufacturers have been reluctant to use independent rear ends to any great degree, kit car companies have been more receptive to these suspension setups. That's largely because they were used in many of the original cars being replicated by various kits (Cobras in particular). The two most common independent rear suspensions (IRS) used under fiberglass replica bodies are the Jaguar and Corvette, so any kit builder considering a project vehicle ought to understand their virtues and vices before jumping in with both feet. And for those of you who already own a kit car with either of these IRS setups, it's important to know how they operate to get the most out of your vehicle. So follow along, and you'll see what's involved in the struggle for independents.

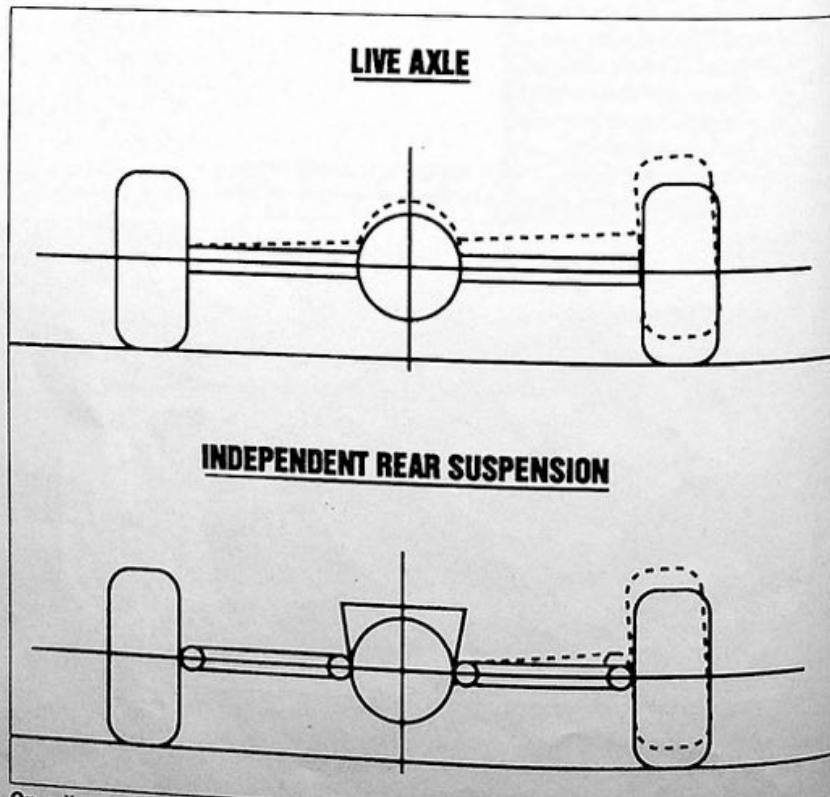
Time Warp

If you take a look under the front ends of most cars, you'll invariably find an independent front suspension. Unlike the buggies of a bygone era, the front wheels are not tied together by a single axle, but instead can move independently of one another. Yet take a look under the rear of most American cars, and you'll discover a traditional solid or live axle, as if the chassis were caught in some sort of time warp, half in the future, half in the past. This odd pairing may be due in part to driving conditions. On European roads, uneven pavement is far more common than on America's freeways, and an independent rear suspension

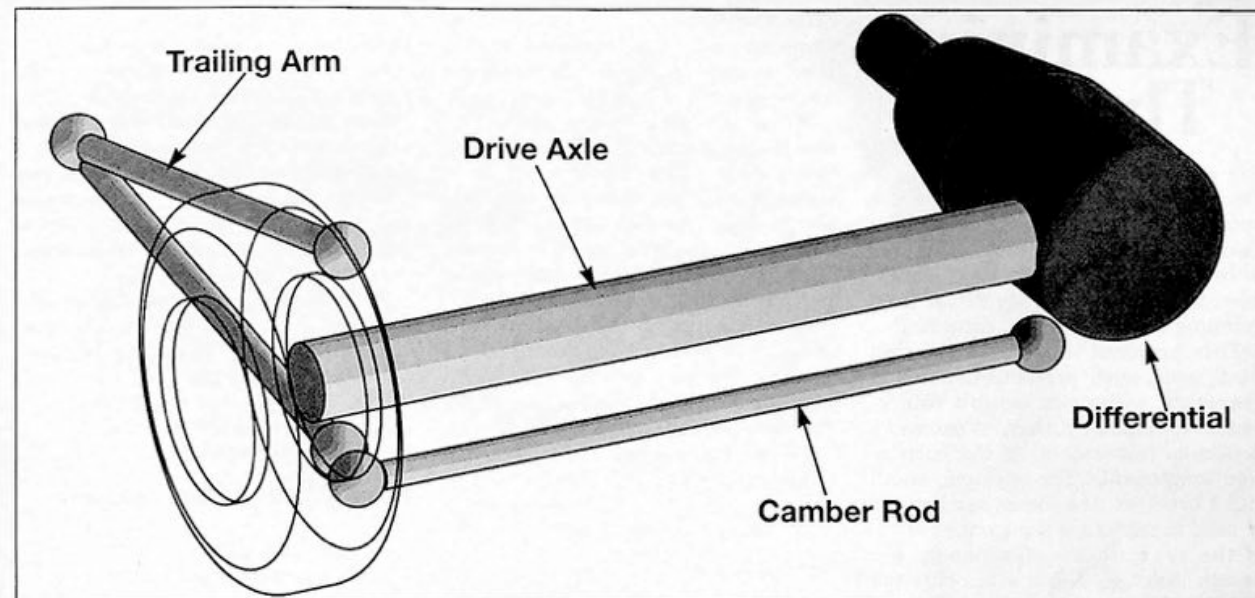
(IRS) offers little advantage in road holding on a smooth surface. One of its chief virtues is a better ride and road-holding on rough asphalt. Other advantages include less unsprung weight (another plus on bumpy pavement), and reduced space requirements because the differential doesn't bounce up and down with the wheels. On the other hand, more

room is often needed for the additional control arms, so this advantage is not always realized.

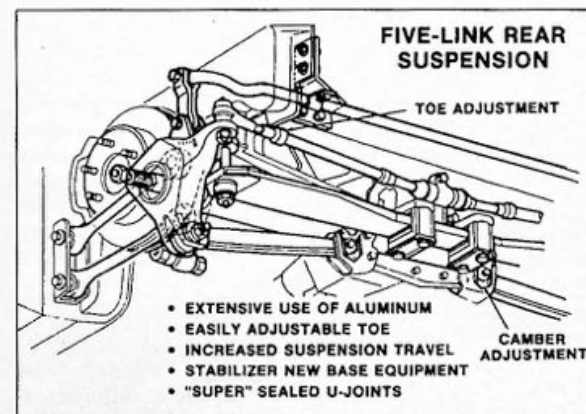
An IRS is not without disadvantages. It is more complex, and, as a result, costs more. This economic obstacle is largely what has made U.S. manufacturers slow in adapting the IRS to rear-wheel-drive cars. About 30 years ago, the Corvette and



On a live axle, when a wheel hits a bump, the whole axle, including the differential, must move as a unit. On an independent rearend, though, a single wheel can respond more or less independently, providing a smoother ride and better traction on rough pavement.



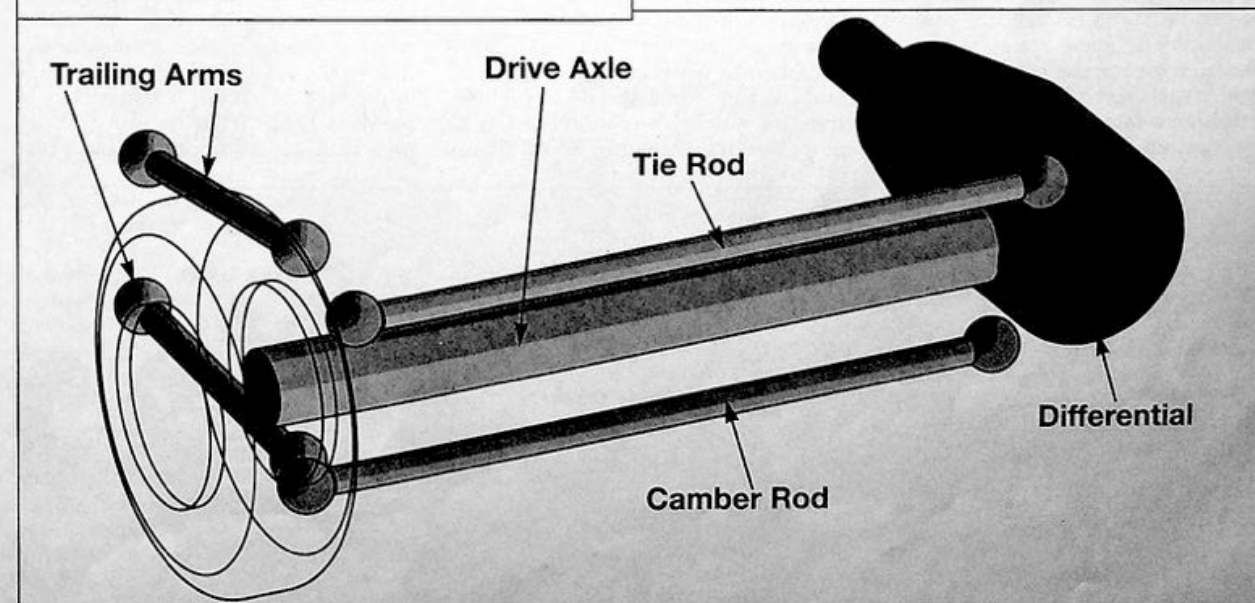
On older Corvettes ('63-'82), the rear suspension uses a trailing arm to control the fore-and-aft location of the hub. This arm also serves to maintain the rear toe-in, and camber is controlled by the drive axle and lower camber rod. Hard cornering causes deflection in the geometry and unpredictable handling.



the E-type Jaguar introduced the IRS to the American car scene, but both of these designs were low-cost configurations with inherent design compromises because of the need to keep prices reasonable. Moreover, the vehicles they were used on had much skinnier tires and often less horsepower than the kit cars they appear on today. With increasing demands on performance, these rearends can create handling problems that the kit builder should know how to address.

Corvette Considerations

On the early Corvettes, up to the '88 model, the roll center was too high (for an explanation of roll centers, see "Frontal Attack," July '94). This resulted in a jacking problem in which the cornering force from the outside



On later-model Corvettes ('84 and up), the rear suspension has a five-link, with two trailing arms to control the fore-and-aft location of the hub. The toe-in is maintained by a separate rear tie rod. Camber is again controlled by the drive axle and lower camber rod. This setup overcomes many of the problems of the earlier system.

Examining The IRS

tire would cause the rear of the car to rise up, changing the camber of the outside tire so much that it lost adhesion. To compensate, the chassis had to be set up with an excess of understeer to keep the average driver from spinning out during hard cornering.

This problem illustrates the fact that, even with perfect suspension geometry, a car can exhibit unpredictable handling if there is excessive deflection (movement) of the suspension components. For example, on all IRS Corvettes, the lower camber rod is used to maintain the camber angle of the rear wheels. On paper this design looks good, but since this rod uses rubber bushings, its effective length can change under cornering loads, producing positive camber on the outside wheel that reduces tire grip precisely when you need it the most. A similar problem exists where the drive axle attaches to the differential. Since the halfshaft also serves as the upper control arm, any wear or looseness of the differential sidegears also creates positive camber during hard cornering. Even more deflection is introduced to the system where the differential mounts to the chassis. Rubber mounts are needed to isolate the axle gear noise, but they allow the differential to move in relation to the chassis in hard cornering.

The early Corvettes also used trailing arms to locate the rear-axle hubs fore and aft and provide toe control. Although the arms are well-located by design, again, the rubber bushings that attach to the frame allow toe deflection when the power or brakes are applied. However, the '84-and-

later Corvettes feature two trailing arms on each side, together with a rear tie rod, to effectively eliminate torque-steer problems.

What can a kit builder do to correct these problems? Side-gear shims (available from Chevrolet in a rebuild kit for the differential) should take the slop out of the halfshafts. Also, replacing the rubber bushings on both the camber and trailing arms should make a big difference in high-performance handling. Use either mono-ball joints (consisting of the innards of a Heim joint) or nonrubber bushings (preferably low-friction, nylon-sleeved bearings—not urethane, because it's sticky and can bind up). Another option is to convert the entire rearend to a later-model monoleaf setup (see "Turning Over a New Leaf," November '93).

Jaguar Judgments

Similar to the Corvette, the Jaguar IRS uses the drive axle (halfshaft) as an upper control arm, and, like the Corvette, it suffers from the same camber-control problems. In addition, the Jaguar also has deflection difficulties because the toe control is achieved through the lower control arm, and any looseness on the bushings will result in loss of toe control. Just like the earlier Corvettes, Jaguars experience torque-steer problems that can become much worse with high-powered engines and sticky tires.

Again, like the Corvette, the Jaguar feeds most of the suspension loads into the differential, and any looseness of the side gears can result in a loss of camber control. The rubber mounts between the differential and the frame can also deflect, allowing the whole rear suspension to move around in the car. Some kit car

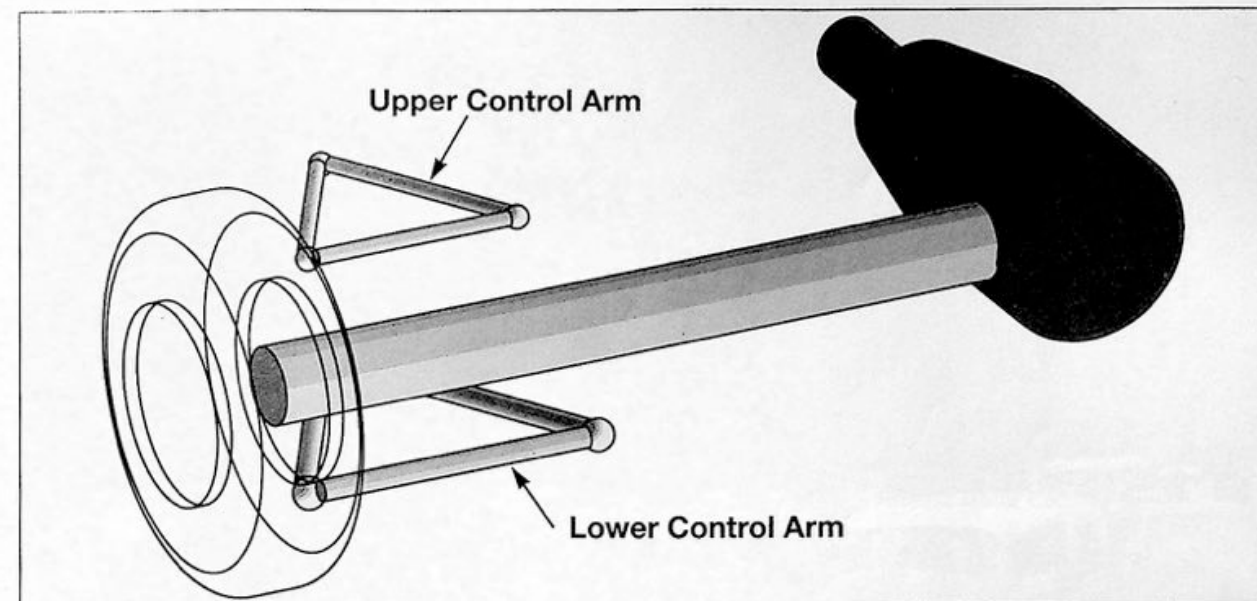
manufacturers hard-mount the unit to the frame, which solves a few problems and can create others. If the trailing arms have nonflexible joints (Heim or Rose), then a hard-mounted Jag rearend will bind up, especially if their mounting points are not in line with the pivot points of the lower control arms. (For tips on installation of a Jaguar rearend, see "The Struggle for Independents," May '92).

Both the Corvette and Jaguar IRS systems are adequate for normal highway driving. High-performance driving, though, induces very high cornering loads, and under such conditions these rearends can display unpredictable performance.

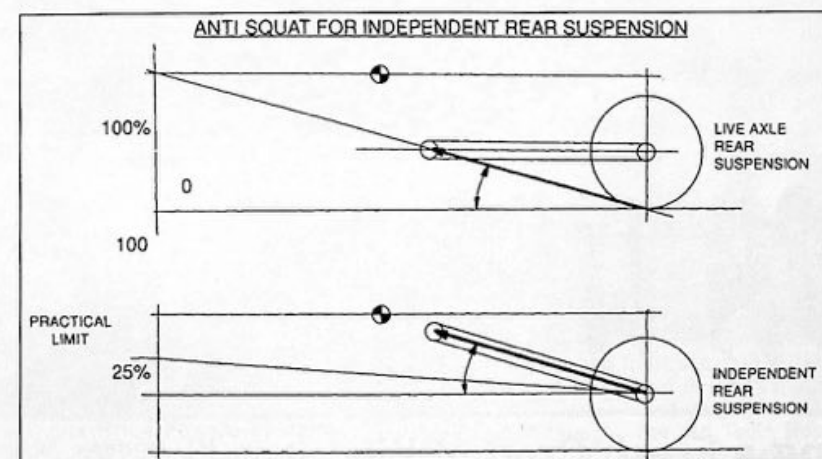
Formula for Performance

The types of systems used on Formula racing cars are examples of the correct way to design an IRS, but obviously these are not built to the lowest possible cost. One feature that gives precise control of the rearend geometry is the use of Heim joints instead of rubber bushings, because they don't allow unwanted deflections. Rubber bushings are used on street-driven cars because Heim joints tend to be noisier. If rubber bushings must be used, they should be arranged so their deflections have a minimum effect on handling.

Most Formula cars also use two members on the wheel hub, one above and one below, to effectively triangulate the top and bottom for a more rigid arrangement (the original 427 Cobra's rearend did, too). This accurate and precise location of the wheel assures that the design geometry is actually achieved on the rolling chassis (assuming the frame doesn't flex easily). The knuckles and hubs must also be rigidly constructed to prevent them from bending under high loads. In addition, Formula cars



A Formula-type independent rear suspension uses an upper and a lower control arm to accurately locate the rear hub, and is the same basic arrangement used on a well-designed front suspension. This rearend setup costs more to build, but it is the best-known configuration for a high-performance car.



Unlike the live axle, the independent rearend's differential is mounted to the chassis, so axle torque reaction is not absorbed by the axle housing and rear suspension. This has the effect of reducing the antisquat of the rear suspension, because the only vertical force available for this purpose comes from the angle, if any, of the wheel-hub control arms, which do not receive any torque reaction during acceleration. As a result, the practical limit of antisquat in an independent is much less (25 percent) than a live axle's (100 percent).

use upper and lower control arms to transmit the cornering loads to the chassis. A slip joint in the drive axle permits the halfshaft to change in length as it moves through an arc. On those designs where the suspension loads do go through the differential, it's solidly mounted to the chassis so it can't shift around during cornering, braking or acceleration.

Speaking of acceleration, one area where a live axle is clearly superior to an IRS is antisquat (resistance to a sudden downward motion of the rearend in order to maintain tire traction). A well-designed live-axle rearend can have more than 100-per-

cent antisquat, but the practical limit in an IRS is about 25 percent because the differential torque reaction is not transmitted through the suspension members. Since IRS systems don't have as much antisquat, they are not as good as a live axle in getting power to the ground on a high-performance application (for more details on antisquat and live axles, see "It's Alive—Axle!", July '92).

Geometry Lessons

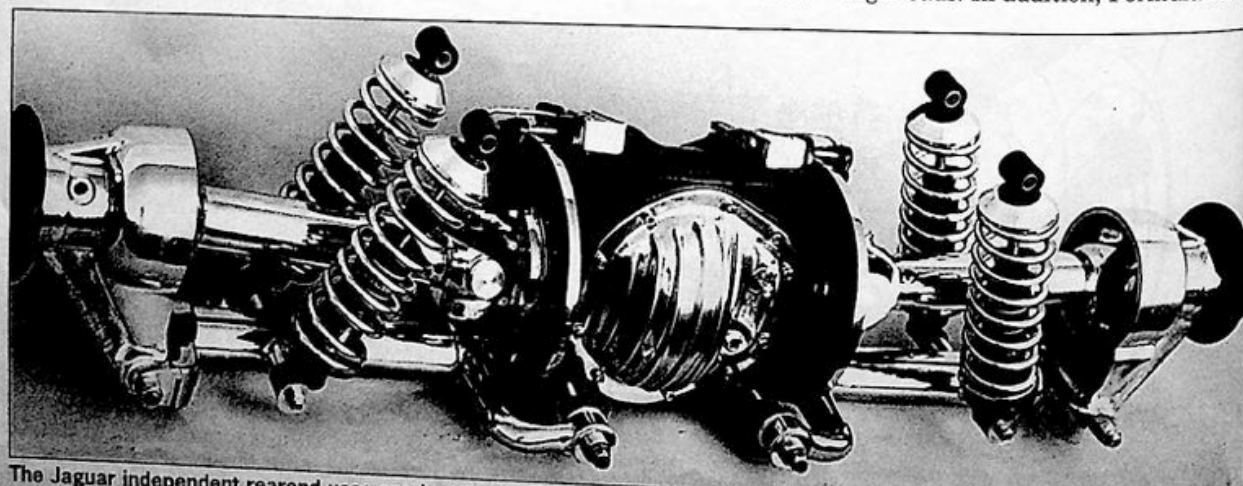
Setting up the geometry for an IRS is really not too different from that of an independent front suspension. On the front end, roll understeer (which

makes a car more controllable as the body rolls during hard cornering) is obtained by having the wheels toe out as they go up into jounce. At the rear, roll understeer is achieved by toe-in. Also, placing the rear tie rods behind the IRS axle ensures deflection understeer.

It's also good to use a long swing-arm and a low roll center on an IRS for smooth and consistent wheel motions for better control and driver confidence. Roll angles can be controlled with stabilizer bars, so there isn't a need for the resistance that a high roll center gives. Camber gain should be positive, but again the stabilizer bars will limit the roll angle so aggressive camber gain is not needed or desired.

Spring and shock rates and mounting locations have the same considerations on both front and rear independent suspensions. The major difference is the need to offset the springs and/or shocks to clear the drive axles at the rear. This usually requires offset mounting brackets, rocker arms or mounting the springs/shocks above the rear knuckles. Keep in mind, though, that the more complicated the system, the more it will cost and the more maintenance it will require. KC

Herb Adams, a consulting engineer on custom suspension setups, is the author of *Chassis Engineering*, an excellent publication from HPBooks which goes into greater detail on the concepts mentioned in this article. To order a copy (\$18.00 plus tax) contact Herb Adams VSE (408/649-8423).



The Jaguar independent rearend uses one lower control arm to locate the wheel hub in all directions. This design looks good on paper, but in high-performance applications, deflections in the arm and bushings result in movement of the rear hub.



DOWN ON THE FARM

By Steve Temple

Harvesting a Fresh Crop of Kits at Knott's Berry Farm

The bloom is on the bud, the stalks are

heavy with grain, it's time to bring in the sheaves. That's why we always look forward to the Association of Handcrafted Automobiles' (AHA) annual show at Knott's Berry Farm, because it's the most bountiful club show in the country, with acres of new and exciting kits and hand-built cars ripe for picking. Close to 200 wild and wonderful vehicles were on hand at this year's event, the 15th in the club's history. That makes it tough to cover every single car, but you'll be seeing features in coming issues on selected vehicles, so stay tuned for more. In the meantime, here's a small sample of what we gleaned from the fields.



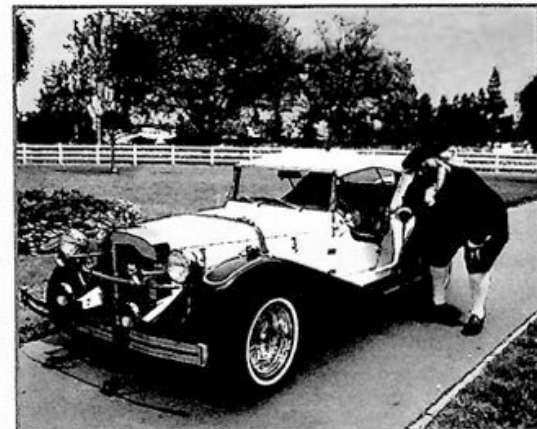
It was all smiles at Robbie Robinson's booth. He not only won all three trophies in the street rod category for his Classic Motor Carriages coupes (top), but also earned an award for best 427 Cobra with a West Coast replica owned by Kenny Hess.

Of course, you first want to know which entries earned the trophies. Well, it's a long list, but we'll start from the top. A ferocious feline caught our fancy for its meticulous uniqueness (and also for offering Chevy fans a fleet-footed alternative to the flood of Cobra replicas), so Bob Auxier's Cheetah won *Kit Car* magazine's Best of Show. (If you want to read more on this intriguing replica from C-R Cheetah, see the cover story in our July '94 issue). Just so you don't think we've grown tired of Cobras, we gave an Outstanding Achievement plaque to an industrial-strength Contemporary Classic replica overpowered by that dragster's dream, the 695hp SOHC 427 Cammer. Built by Specialty Cobra (619/772-7150) and

PHOTOGRAPHY: ERIC RICKMAN, STEVE TEMPLE, JIM YOUNGS



It's one quick, Cobra-eatin' cat. Bob Auxier's Chevy-powered Cheetah replica scampered away with our Best of Show award.



From one impersonator to another: Ben Franklin checked out a '29 Mercedes SSK, Jim White's Gazelle from Classic Motor Carriages.



Diana Price bowled everybody over with her beautiful Auburn Boattail Speedster.



Chuck Beck's true-blue Lister reproduction (center) showed a lot of promise, but it wasn't quite done enough to win an award—maybe next year. He did garner the AHA's Good Manufacturing Practices Award, though. The red Testa Rossa replica is an older vehicle developed by Chuck Rahn which may be reintroduced.



This Ultima, just imported from England by Randy Bare of Ultima Sports America (818/347-6595), will soon be fitted with a midmounted Corvette engine.



Gabby Garrison's '57 Dodge speedster one-off (right) showed some wonderful flair and imagination, enough to catch a third-place Special Interest trophy. Next to it was an even more fanciful, laminated-wood (yes, wood) rebod of a Datsun 280ZX from Peter Portugal Design Company (707/442-6238) of Eureka, Oregon.

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'57 Speedster



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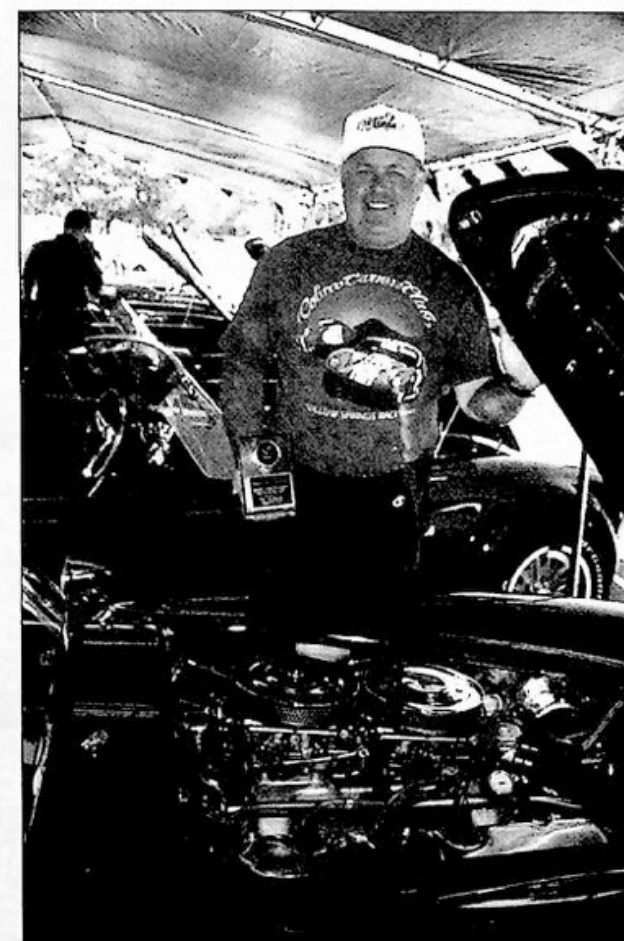


DOWN ON THE FARM

owned by Mike Davis, it took a lot of effort for this super snake to swallow the massive mill.

Other achievement awards went to IFG's turbocharged and Lambo-ized 25th Anniversary Fiero conversion (which also won the AHA's "Best Countach" category), and Don Loux's elegant Cord replica. Originally offered by The Classic Factory (909/629-5968), it's now in the process of being reintroduced by Don's company Duloux Motors Ltd. (510/538-2410). It seems that Diana Price, who heads up The Classic Factory, couldn't do anything wrong that weekend, because her Auburn Boattail Speedster replica also took the AHA's Best of Show award. It couldn't have happened to a nicer lady.

Robbie Robinson cleaned up in his category, too, capturing all three slots for street rods with his trio of Classic Motor Carriages '30s Ford replicas. He also grabbed a first-place trophy in the 427 Cobra category with his metallic-red West Coast car. Hi-Tech's aluminum-body 289 Cobra (see *Kit Car*, March '94) took top honors for the small-block replisnakes. Of course, there were plenty more awards to go around, and also lots of other noteworthy kits. After all, just about everything down on the farm is the cream of the crop.



A big guy needs an even bigger engine, and Mike Davis earned an Outstanding Achievement plaque for getting his Cammer to fit in a Cobra.



Don Loux hit the right notes with his Cord.



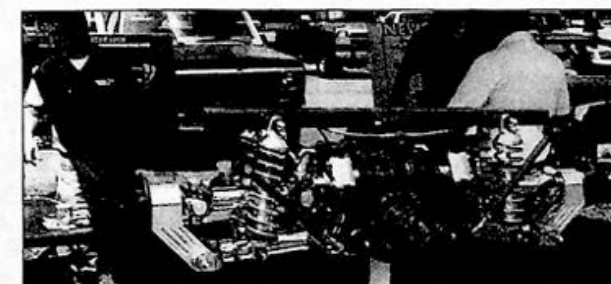
LA Exotics (714/523-8464) showed just how much meat you can pack into the skin of a Cobra.



C&F (714/646-6910) rolled out its tube-frame Speedster replicas and won the Porsche category.



Ken Curtiss clown'd around a bit in his MG TD.



If you were in need of a really shiny new Jag rearend, C.W.I. (714/642-9807) had a beauty on display.

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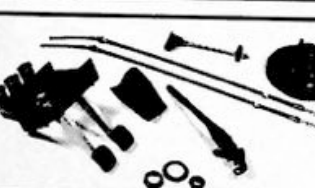
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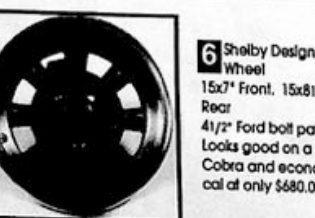
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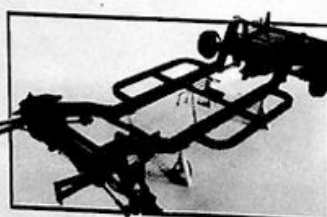


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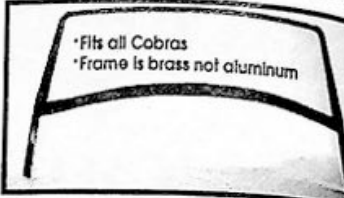


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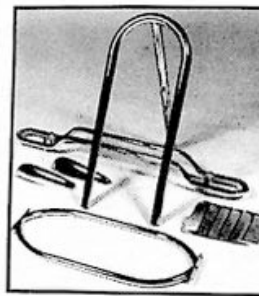


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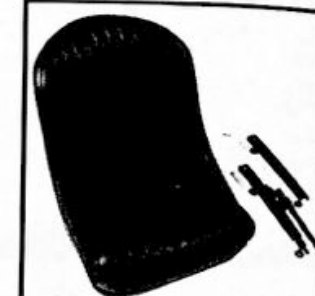
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Screen (enough to fit 4 front body openings)
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Front Oval bumper \$165.00.
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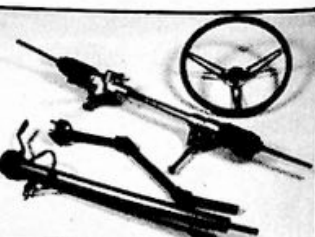


12 427 Seats feature a dense combi-
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originality. \$455.00 pair
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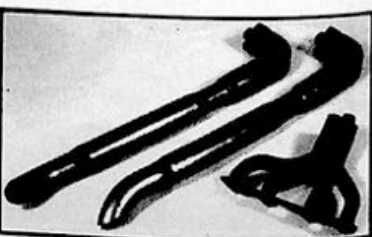
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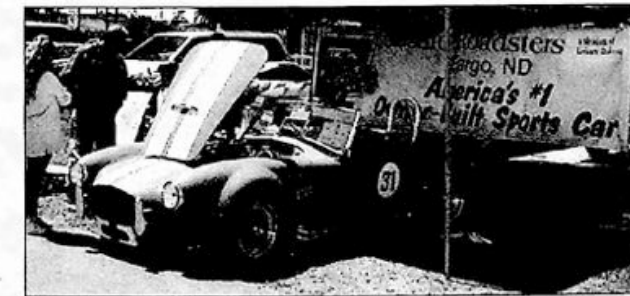
You'd prob-
ably never
guess, but
the Spartan
(619/744-
3565) start-
ed life as a
Nissan
300ZX.



Now in its 15th year, the AHA Knott's show just keeps pulling
in the crowds.

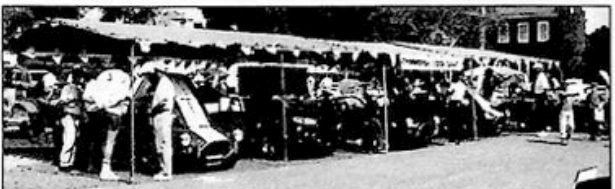


Well, it may have an Asian flavor, but this old Kellison kit is
as American as apple pie.



Classic Roadsters, now a division of Leisure Industries
(701/235-3338), has been making a go of things with its
Cobra replica.

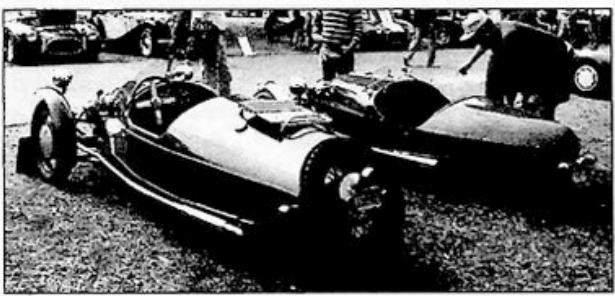
Best Engine
Award went to
Keith Raphael's
wild-and-wooly
MGA.



Specialty Cobra of California deserved an award for the best
display.



Integrity's GT40 replica showed some remarkable improve-
ments since we checked it out in our January '94 issue.



Three-wheelers are neither gone nor forgotten.



This D-type Jaguar from Predator (800/329-0810) wasn't
pussy-footing around.

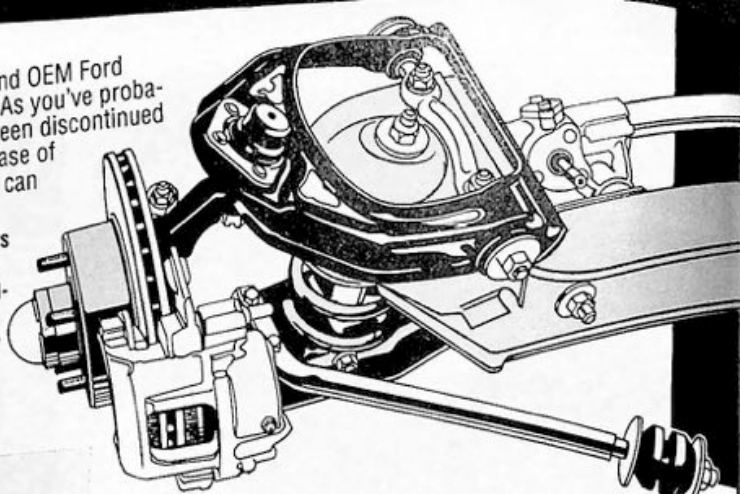


Dave Stohlman, who owns an
ERA Cobra replica, demonstrated
the depth of his enthusiasm. KC

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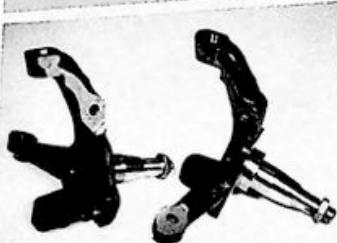


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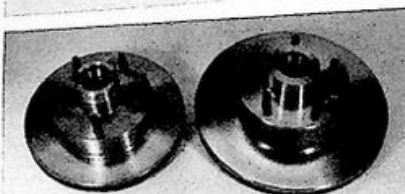
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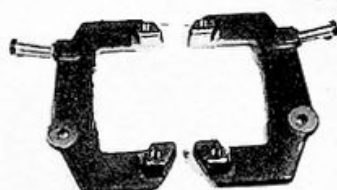
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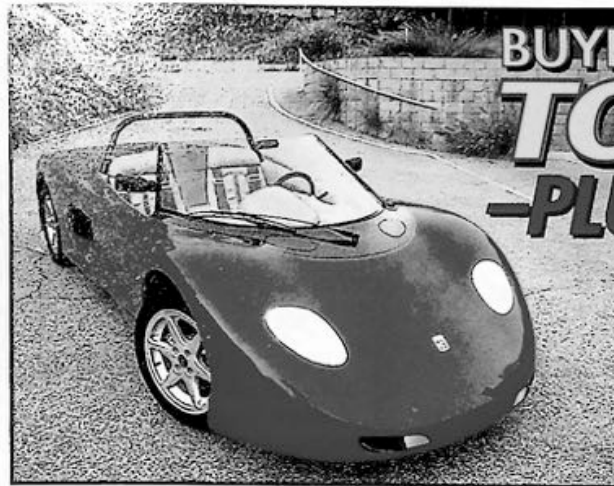
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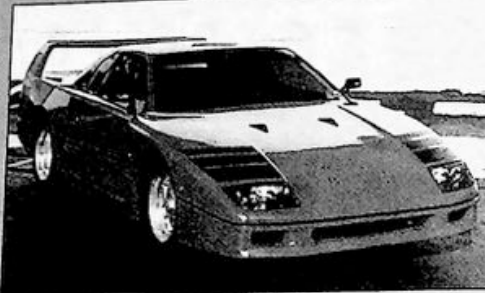
Finding just the right kit to build is no simple matter. There's a lot to choose from, and many may seem alike, at least on the surface. For those new to this wild and wonderful hobby, the most basic kits consist of plastic panels that fit on a donor vehicle (such as a Fiero, Volkswagen or Corvette), while others may use a production car's chassis merely as a starting point, and feature numerous modifications in the drivetrain, frame and suspension. Full-blown kits use custom-built frames that vary widely in configuration and components. Cobra replicas in particular can be difficult to sort out, because the bodies can look quite similar at first glance, while the underpinnings may be markedly different in terms of cost and performance. Also, some manufacturers may cover all the bases by offering a broad range of choices within a single kit. With that in mind, it's really useful to have a quick reference with detailed specs and prices, in order to make your kit buying decision easier. We've published the following Buyers' Guide in various forms in previous issues, but this one has been updated, with expanded information on specific companies and parts suppliers. So before you go shopping, take a close look. It can save you a lot of time, money and legwork.

Taking it from the top are the motorcycle-powered Sportech, Integrity's racy GT40 replica, Vintage Speedsters' pristine Porsche replica and an awesome ERA 427 Cobra.

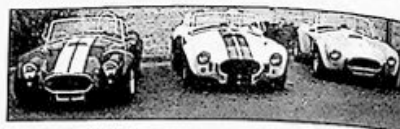
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Also available is a complete line of parts, new interiors, accessories, assembly service and V8 conversion kits that require no welding. American Fiberbodies, Dept. KC09, P.O. Box 726, Xenia, OH 45385, 513/372-5938.

**ASPP 289, 289 FIA & 427**

Length: 153 in
Width: 70 in
Height: 45 in
Wheelbase: 90 in



Weight: 2250 lbs
Drivetrain: V8
Chassis: ladder-type; original style or Herb Adams VSE backbone
Suspension Front: Mustang II; custom tubular
Rear: live axle; custom independent
Base Price: Kit \$7400, Turn-key \$35,000

Auto Sport Performance Products,
Dept. KC09, 1240 E. Gilbert Dr. #2,
Tempe, AZ 85281-2106, 602/966-9906

SUPERCARS**ACE COBRA REPLICA**

Length: 160 in
Width: 68 in
Height: 48 in
Wheelbase: 90 in
Weight: 2460 lbs
Drivetrain: small- or big-block Ford
Chassis: ladder-type; spaceframe
Suspension Front: custom Ace
Rear: custom Ace with Jag parts
Base Price: Kit \$9830, Rolling Chassis \$29,500, Turn-key \$40,000

Ace Auto Services Ltd., Dept. KC09,
21422 Parthenia Ave., Canoga Park, CA
91304, 818/885-5097, fax 818/885-5236

**BECK VINTAGE 550 SPYDER**

Length: 146 in
Width: 61 in
Height: 40 in
Wheelbase: 85 in
Weight: 1250 lbs
Drivetrain: VW or Porsche
Chassis: Porsche repro ladder-type
Suspension Front: VW
Rear: VW swing axle
Base Price: Kit \$6995, Turn-key \$21,500

Beck Development, Dept. KC09, 1531
W. 13th, Unit E, Upland, CA 91786,
909/981-3840

**D&D GRAND SPORT ROADSTER REPLICA**

Now in addition to its coupe model, D&D has a Roadster version of the Corvette Grand Sport racer. The one-piece fiberglass body will fit on a '68-'82 Corvette, or on D&D's custom 4-inch round-tube chassis that is visually identical to the original frame yet accepts an '88-or-newer 'Vette suspension. The Deluxe Kit with custom frame starts at \$16,900. D&D, Dept. KC09, 1985 Manchester Rd., Akron, OH 44314, 216/745-2544.

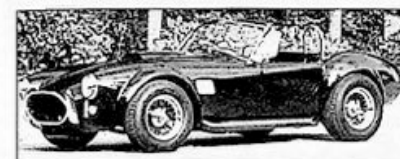
**A&C 427 COBRA**

Length: 158 in
Width: 68 in
Height: 45 in
Wheelbase: 90 in
Weight: 2670 lbs
Drivetrain: small- or big-block Chevy or Ford V8
Chassis: ladder-type
Suspension Front: tubular A-arms
Rear: Ford live axle
Base Price: Kit \$9995, Rolling Chassis \$14,995, Turn-key: \$24,500

Antique & Collectible Autos, Inc.,
Dept. KC09, 35 Dole St., Buffalo, NY
14210, 800/245-1310
42 KIT CAR

Suspension Front: Mustang II, custom
Rear: Ford 9-inch; Jaguar
Base Price: Kit \$7000
Aluminum Body: call for quote

Cardiac Cobra Sportscars Ltd., Dept.
KC09, 1523 Columbia St., North
Vancouver, B.C. V7J 1A3, Canada,
604/987-6350

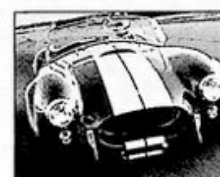
**CLASSIC COBRA**

Length: 160.5 in
Width: 69 in
Height: 46 in
Wheelbase: 90 in
Weight: 2480 lbs
Drivetrain: small-block Ford
Chassis: ladder-type
Suspension Front: Mustang II
Rear: Mustang '79 or newer live axle
Base Price: call for quote

Classic Motor Carriages, Dept. KC09,
16650 N.W. 27th Ave., Miami, FL 33054,
800/252-7742

CONTEMPORARY 427 SC ROADSTER

Length: 157 in
Width: 68 in
Height: 46 in
Wheelbase: 90 in
Weight: 2450 lbs
Drivetrain: Ford or GM V8
Chassis: ladder-type
Suspension: Jaguar
Base Price: Kit \$8495-16,999, Rolling Chassis \$5595 additional, Turn-key \$46,500

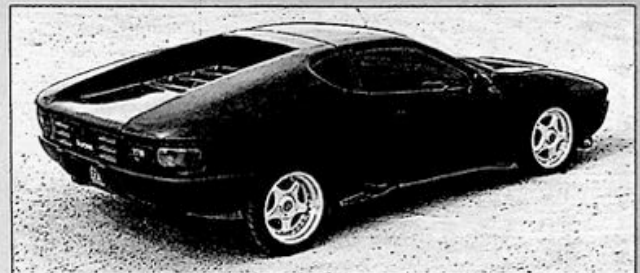
**CONTEMPORARY DAYTONA COUPE**

Length: 171 in
Width: 70 in
Height: 46.5 in
Wheelbase: 90 in
Weight: 2510 lbs
Drivetrain: 289/351W Ford
Chassis: ladder-type
Suspension Front: custom torsion bar
Rear: Jaguar independent
Base Price: \$66,500 (less engine, trans and paint)

**CONTEMPORARY GT ROADSTER****AUTOMOTIVE CONCEPT & DESIGN SCORPION**

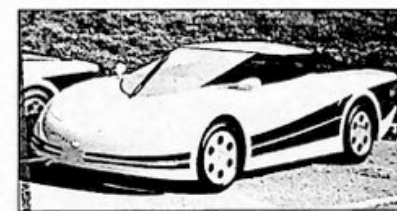
The award-winning Scorpion by Automotive Concept & Design is a Fiero-based exotic that combines European spirit with American innovation. The body panels bolt in place of the original Fiero panels, and the unique design is available in either turn-key or component packages. For a dealer in your area, contact:

Automotive Concept & Design, Dept. KC09, 3613 E. Washington, Ste. 2, Phoenix, AZ 85034, 602/273-0908.



Length: 173 in
Width: 57 in
Height: 50 in
Wheelbase: 102 in
Weight: 2550 lbs
Drivetrain: 302 H.O. Ford V8
Chassis: backbone
Suspension Front: Jaguar-style coil-over
Rear: Jaguar independent
Base Price: Turn-key \$65,000

Contemporary Classic Motor Car Co.,
Dept. KC09, 115 Hoyt Ave., Mamaroneck
NY 10543, 914/381-5678,

**C.A.D. PATRIOT**

Length: 173.5 in
Width: 74 in
Height: 45.5 in
Wheelbase: 93.4 in
Weight: 2800 lbs
Drivetrain: Fiero
Chassis: modified Fiero
Suspension Front: Fiero
Rear: Fiero/transaxle
Base Price: Kit \$7995, Turn-key \$85,000

Corbett Automotive Design, Dept. KC09, 1228 W. Maple Ave., Lompoc, CA 93436, 805/737-4470

**C-R CHEETAH**

Length: 144 in
Width: 70 in
Height: 42 in
Wheelbase: 90 in
Weight: 1600 lbs
Drivetrain: small- or big-block Chevy
Chassis: chrome-moly round tube
Suspension Front: wishbone w/coil-overs
Rear: Corvette w/custom wishbones & coil-overs
Base Price: Body only w/chassis blueprints \$5995, Rolling chassis w/body \$34,900, Turn-key \$49,000

C-R Cheetah Race Cars, Dept. KC09,
2211 W. Shangri La Rd., Phoenix, AZ
85029, 602/966-9906

**D&D GRAND SPORT COUPE/ROADSTER REPLICA**

Length: 172.8 in
Width: 72 in
Height: 47.5 in

**SSZ SHARK**

Influenced by everything from the '50s-era Maserati to the Scarab to the Devin SS, the Shark body conversion from SSZ will fit '68-'82 Corvettes with little or no frame

mods and no welding. The retro-style \$7995 kit consists of at least 48 color-gelcoated fiberglass body panels, hardware, trim and windshield. Instructions include a video and cutting templates. SSZ Motors, 1411 Zacato Ln., Aniwa, WI 54408-9667, 715/449-2141.

AMERICAN FIBERBODIES INTERNATIONAL AFI 40 EURO-COUPÉ

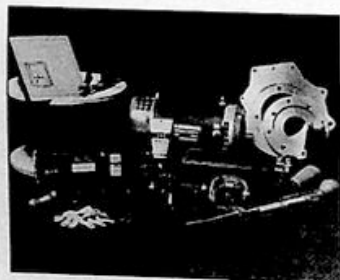


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ELECTRO AUTOMOTIVE
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Wheelbase: 98 in
Weight: 2100 lbs
Drivetrain: small- or big-block Chevy;
4-speed or auto trans
Chassis: ladder-type; '63-'82 Corvette
Suspension Front: '84-'87 Corvette
Rear: Corvette independent
Base Price: Kit \$14,900, Rolling Chassis
\$23,000, Turn-key \$42,000

D&D Corvette, Dept. KC09, 1985
Manchester Rd., Akron, OH 44314,
216/745-2544



EAE/GT

Length: 164 in
Width: 78 in
Height: 42 in
Wheelbase: 98.4 in
Weight: 3000 lbs
Drivetrain: transverse V8
Chassis: semi-monocoque
Suspension Front: fabricated A-arms with coil-overs
Rear: Fiero subframe
Base Price: Kit \$16,950

Easton Armstrong Engineering, Dept.
KC09, P.O. Box 801501, Houston, TX
77280-1501, 909/944-2401



ERA 427SC COBRA

Length: 156 in
Width: 68 in
Height: 49 in
Wheelbase: 90 in
Weight: 2550 lbs
Drivetrain: Ford V8
Chassis: ladder-type with X-brace
Suspension Front: custom upper/lower control
arms
Rear: Jaguar independent
Base Price: Kit \$17,900, Rolling Chassis under
\$25,000, Turn-key \$41,000



ERA GT MK I

Length: 165 in
Width: 70 in
Height: 40.5 in
Wheelbase: 95 in
Weight: 2400 lbs
Drivetrain: small-block Ford with ZF transaxle
Chassis: monocoque
Suspension Front: custom A-arms
Rear: custom independent
Base Price: Kit \$49,900, Rolling Chassis \$65,900,
Turn-key \$119,000

Era Replica Automobiles, Dept. KC09,
608-612 E. Main St., New Britain, CT
06051, 203/224-0253, 203/229-7968

EURO-WORKS MIRAGE S

Length: 168 in
Width: 80 in
Height: 43 in
Wheelbase: 98.5 in
Weight: 2200 lbs
Drivetrain: V8
Chassis: spaceframe; semi-monocoque; Fiero
donor
Suspension Front: late-model Corvette/Fiero
Rear: custom live axle or independent; Fiero
K-member
Base Price: Kit \$4995, Turn-key call for quote

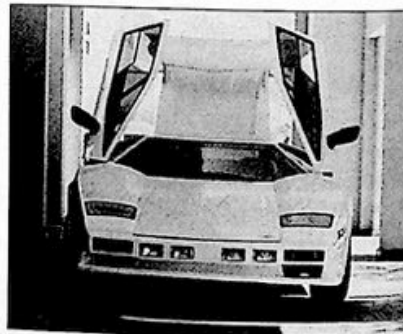
Euro-Works, Dept. KC09, 2106 Patricia
Dr., Kettering, OH 45429, 513/293-6834



EVERETT-MORRISON COBRA 427 SC

Length: 157 in
Width: 71.5 in
Height: 52 in
Wheelbase: 90 in
Weight: 2500 lbs
Drivetrain: Ford or Chevy V8
Chassis: ladder-type
Suspension Front: Mustang II; Jaguar; Corvette
Rear: 8.8- or 9-inch Ford live axle; Corvette or
Jaguar independent
Base Price: Kit \$14,654, Turn-key \$31,640

Everett-Morrison Motorcars, Dept.
KC09, 5137 W. Clifton St., Tampa, FL
33634, 813/887-5885



EXOTIC ENTERPRISES 5000 GT

Length: 165.4 in
Width: 83 in
Height: 41-43 in
Wheelbase: 93.4 in
Weight: 2600 lbs
Drivetrain: L4, V6wre or V8 LT1
Chassis: Fiero
Suspension: Fiero
Base Price: Kit \$4999, Rolling Chassis \$16,000,
Turn-key \$29,000

Exotic Enterprises, Dept. KC09, 459
Madeline Ave., Garfield, NJ 07026,
201/956-7570



FIBERFAB COBRA

Length: 160.5 in
Width: 69 in
Height: 46 in
Wheelbase: 90 in
Weight: 2480 lbs
Drivetrain: small-block Ford
Chassis: ladder-type
Suspension Front: Mustang II
Rear: Mustang '79 and newer live axle
Base Price: call for quote

FiberFab, Dept. KC09, 7601 N. Federal
Hwy., Ste. 150-A, Boca Raton, FL 33487,
800/328-5671

HARRIS SRT 9000

Custom space-
frame or late-
model Corvette
or Fiero
Base Price: call
for quote

Harris
Engineering,
Dept. KC09, P.O. Box 885192, San
Francisco, CA 94188, 415/469-8966,
505/473-4777

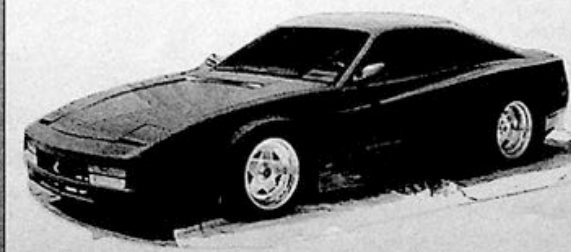


HI-TECH 427

Length: 157 in
Width: 70 in
Height: 47 in
Wheelbase: 90 in
Weight: 2690 lbs
Drivetrain: big-block V8

HANDCRAFT GT 2+2

Transform your '82-'92 Camaro or Firebird into a Euro-style sports car with the GT 2+2 body kit. New, bolt-on fiberglass components replace the hood, rear hatch, front fenders, rocker panels and bumper fascias. The door skins and quarter-panels bond over the existing body parts. **Handcraft Motorcar, Dept. KC09, 6805**
Riverview Blvd.,
Bradenton, FL
34209, 813/794-
2420



Chassis: ladder-type; 4-inch round tube
Suspension Front: independent coil-overs
Rear: independent coil-overs, 9-inch Ford, or
Salisbury center section
Base Price: (fiberglass body, fiberglass interior pan-
els, and fenderwell panels) Kit \$20,925, Rolling
Chassis \$27,900, Turn-key \$49,900

HI-TECH 427 S/C G

(Same as 427)
Weight: 2590 lbs
Base Price: (fiberglass body, aluminum interior
panels, and fenderwell panels) Kit \$27,925, Rolling
Chassis \$34,900, Turn-key \$58,900

HI-TECH COMP 427A

(Same as
427)
Weight: 2490
lbs
Base Price:
(aluminum
body, alu-
minum interior
panels, and fenderwell panels) Kit
\$49,925, Rolling Chassis \$56,900, Turn-key
\$89,000



HI-TECH REPLICA 289G FIA

Length: 156 in
Width: 66 in
Height: 47 in
Wheelbase: 90 in
Weight: 2300 lbs
Drivetrain: small-block V8
Chassis: ladder-type; 3-inch round tube
Suspension Front: independent leaf spring
Rear: independent leaf spring, 9-inch Ford, or
Salisbury center section
Base Price: (fiberglass body, aluminum interior
panels, and fenderwell panels) Kit \$26,900, Rolling
Chassis \$34,900, Turn-key \$49,900



HI-TECH REPLICA 289A FIA

(Same as 289G FIA)
Weight: 2200 lbs
Base Price: (aluminum body, aluminum interior pan-
els, and fenderwell panels) Kit \$48,900, Rolling
Chassis \$56,900, Turn-key \$80,000

Hi-Tech Motorsports, Inc., Dept. KC09,
7901 E. Pierce St. #C, Scottsdale, AZ
85257, 602/990-2442

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COBRA & *GT 40 MK II Replicas

Our cars have been chosen by "Motor
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When you buy an **ASPP** car, you're
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ALL NEW CHASSIS:

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Duplicated 427 ORIGINAL TUBE
FRAME with full IRS, other than the
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replica, but we actually had to convince
people it wasn't the real thing."



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COMPLETE KIT INCLUDES:

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FIERO PLUS

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Tel/Fax (613) 596-6269

**IFG INTERCEPTOR 25TH**

Length: 165.4 in
Width: 78.7 in
Height: 42.1 in
Wheelbase: 98.5 in
Weight: 2600 lbs
Drivetrain: Fiero V6 (optional turbo)
Chassis: modified Fiero
Suspension: Fiero
Base Price: Kit \$6900, Turn-key \$35,000

**IFG INTERCEPTOR 5000**

Length: 164 in
Width: 84.2 in
Height: 42.5 in
Wheelbase: 93.5 in
Weight: 2600 lbs
Drivetrain: Fiero V6 (optional turbo)
Chassis: modified Fiero
Suspension: Fiero
Base Price: Kit \$4900, Turn-key \$26,500

Imaginary Fiber Glass, Dept. KC09,
15740 El Prado Rd., Chino, CA 91710,
909/597-4110

**INTEGRITY 427 COBRA**

Length: 152 in
Width: 68 in
Height: n/a
Wheelbase: 90 in
Weight: 2400 lbs
Drivetrain: 351/427 Ford
Chassis: spaceframe
Suspension: Jaguar or Corvette
Base Price: Kit \$9995, Rolling Chassis \$27,495,
Turn-key \$45,000

**INTEGRITY KVA GT40 MK I**

Length: 158.6 in
Width: 70 in
Height: 40.5 in
Wheelbase: 95 in
Weight: 2000 lbs
Drivetrain: 302/351 with Porsche 915 transaxle
Chassis: spaceframe
Suspension Front: Corvette; custom control arms
Rear: Corvette independent; custom Corvette
Base Price: Kit \$21,995, Rolling Chassis \$34,995,
Turn-key \$64,995

Integrity Coach Werks, Inc., Dept.
KC09, 2802 S.E. Monroe St., Stuart, FL
34997, 407/288-0068

**JCF 289 & 427SC**

Length: 151.5 in
Width: 52.5 or 58 in
Height: 49 in
Wheelbase: 90 in
Weight: 2000 or 2140 lbs
Drivetrain: Ford V8
Chassis: rectangular-tube, ladder-type
Suspension Front: Mustang II
Rear: 9-inch Ford
Base Price: Kit \$4300

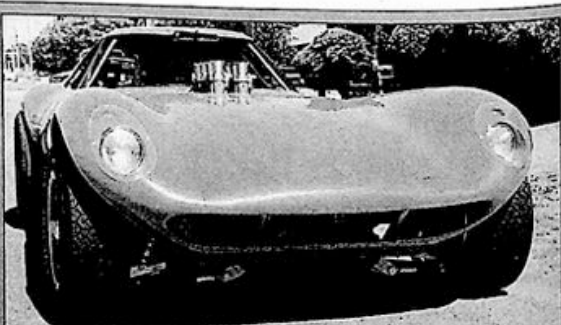
John's Custom Fabrication, Dept.
KC09, 1515 Newmark Ave., Coos Bay, OR
97420, 503/888-9313

**61) JOHNEX 427SC COBRA**

Length: 156 in
Width: 68 in

C-R CHEETAH

The award-winning C-R Cheetah, featured on the cover of *Kit Car* (July '94), is a near-perfect reproduction of the famous '60s sport coupe. With a 327ci or 427ci Chevy for power, a chrome-moly chassis, and a handlaid body molded from the original, the Cheetah weighs just 1610 pounds. Send \$20 for an info package and 8x10 photo. C-R Cheetah Race Cars, Dept. KC09, 2211 W. Shangri La Rd., Phoenix, AZ 85029, 602/678-1788.



Height: 49 in
Wheelbase: 90 in
Weight: 2600 lbs
Drivetrain: small- or big-block Ford or GM
Chassis: spaceframe
Suspension Front: independent tubular
Rear: Ford or GM live axle; Jaguar/Johnex independent
Base Price: Kit \$9500 Canadian, Rolling Chassis \$17,000 Canadian, Turn-key \$48,000 Canadian

Johnex Cobras, Dept. KC09, 18
Strathearn Ave., A North #43, Brampton,
Ontario L6T 4L8, Canada, 416/790-0470

LA EXOTICS COBRA

Length: 157 in
Width: 70 in
Height: 46 in
Wheelbase: 90 in
Weight: 2400 lbs
Drivetrain: Ford
Chassis: custom ladder-type
Suspension Front: Mustang II; custom tubular with coil-over shocks
Rear: Ford 9-inch live axle
Base Price: Kit \$6995, Deluxe Kit \$12,995, Turn-key \$21,995

LA Exotics, Dept. KC09, 6900 Knott
Ave., Ste. E, Buena Park, CA 90621,
714/523-8464

**LS 427**

Length: 160 in
Width: 70 in
Height: 49 in
Wheelbase: 94 in
Weight: 2500 lbs
Drivetrain: Ford or Chevy
Chassis: ladder-type
Suspension Front: Mustang II; custom
Rear: Ford or Chevy
Base Price: Kit \$9500, Rolling Chassis \$13,575

Lone Star Classics, Dept. KC09, 1805
W. Airport Fwy., Bedford, TX 76021,
800/888-4261

MC 427 COBRA

Length: 165 in
Width: n/a
Height: 46 in
Wheelbase: 94.5 in
Weight: 2600 lbs
Drivetrain: small- or big-block Ford V8
Chassis: ladder-type
Suspension Front: Mustang II
Rear: Ford live axle
Base Price: Kit \$8590, Turn-key \$33,500



Mainly Classics, Dept. KC09, 9 Landry
St., Biddeford, ME 04005, 800/243-9229

**MID-AMERICA GRAND SPORT II**

Length: 170 in
Width: 71 in
Height: 48 in (coupe)
Wheelbase: 98 in
Weight: 2500 lbs (coupe); 2300 lbs (roadster)
Drivetrain: Chevy V8
Chassis: custom; Corvette
Suspension: Corvette

Mid-America Industries, Inc., Dept.
KC09, 1519 E. 1st Ave., Milan, IL 61264,
309/787-5119

**MIDSTATES COBRA**

Length: 157 in
Width: 72 in
Height: 45 in
Wheelbase: 90 in
Weight: 2200-2600 lbs
Drivetrain: Ford or Chevy; others available
Chassis: ladder-type; Herb Adams VSE backbone
Suspension Front: Mustang II; Jaguar; Corvette; custom tubular
Rear: Ford 9-inch live axle; Corvette, Jaguar, Thunderbird, or Halibrand independent
Base Price: Kit \$15,000, Turn-key \$35,000

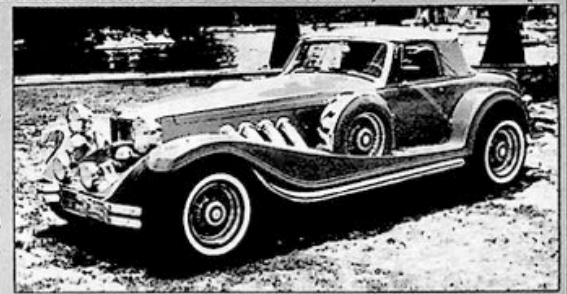
MidStates Classic Cars & Parts, Dept.
KC09, P.O. Box 427, 835 W. Grant,
Hooper, NE 68031, 402/654-2772, fax
402/654-2332

**PREDATOR D-TYPE**

Length: 157 and 164 in, long nose 164 in
Width: 65.5 in
Height: 40 in
Wheelbase: 90 in
Weight: 2000 lbs
Drivetrain: Jaguar 6-cylinder DOHC

GATSBY COACHWORKS CABRIOLET

Built on a fullsize Ford or GM chassis, the limited-edition Gatsby Cabriolet replica combines '20s elegance with '80s engineering. Features of the \$3000 base kit include an all-metal main body and fiberglass fenders. Most other parts are available from Ford or GM dealers, automotive specialty shops or salvage yards. Gatsby Coachworks also offers all pre-assembled turn-key cars. The company is currently for sale. Gatsby Coachworks, Dept. KC09, 1541 Almaden Rd., San Jose, CA 95125, 408/275-8752.



Chassis: spaceframe
Suspension: Jaguar
Base Price: Kit \$15,000, Rolling Chassis \$23,000,
Turn-key \$45,000

Predator Performance, Inc., Dept.
KC09, 12240 75th St. N., Largo, FL
34643, 800/329-0810, 813/539-0218

**SPORTECH ROADSTER**

Length: 150 in
Width: 64 in
Height: 41 in
Wheelbase: 88 in
Weight: 1200 lbs
Drivetrain: 210hp 1229cc aluminum Suzuki
Chassis: spaceframe
Suspension: independent A-arms with adjustable Koni coil-overs
Base Price: Kit \$22,500 (for export, car clubs and high school auto classes only); Rolling Chassis \$29,900; Turn-key \$44,900

Sportech International, Dept. KC09,
P.O. Box 2501, Ewa Beach, HI 96706,
808/677-6559, fax 808/681-4010

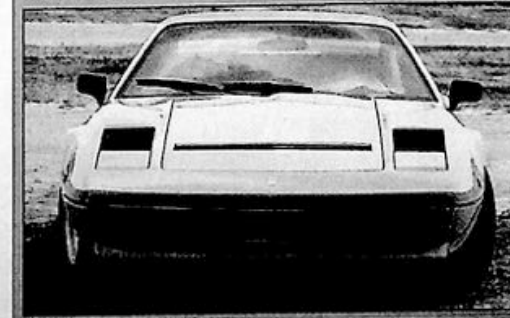
**SSZ STRADALE**

Length: 165 in
Width: 64.5 in
Height: 49 in

Shell Valley Motors, Inc., Dept. KC09,
R.R. 1 Box 69, Platte Center, NE 68653,
800/356-9198

FIERO PLUS STINGER

Once produced only as a custom turn-key, the sporty Stinger Fiero rebod from Fiero Plus is now available in kit form. The package includes extras such as metal grilles, light-pod assemblies, front and rear two-piece hoods, and more. Accessories such as a targa roof and a custom interior are also available. Send \$7 for a 72-page catalog on performance parts and other rebod kits. Fiero Plus, Dept. KC09, 12 Banner Rd., Nepean, Ontario, Canada, K2H 1P7, 613/696-6269.



Scorpion

BODY BY AUTOMOTIVE
CONCEPT AND
DESIGN



LIMITED TIME OFFER \$6995

Design: For years American enthusiasts had to turn to the manufacturers in Europe for the styling that they wanted. We have captured much of that European spirit in the SCORPION, along with America's latest innovations in design. Rather than an out-of-proportion copy of another car, the SCORPION is a unique design that simply looks right.

Ease of Assembly: Pontiac designed the plastic Fiero panels to be easily removed and we designed the SCORPION panels to easily replace them.

Pricing: Kit includes all fiberglass panels, necessary hardware, and fasteners. No additional welding or fiberglassing necessary. Every component can be installed with simple hand tools.

Dealers:
British Car Co. 1121 S. Wilbur St., Mesa, AZ 85210
Classic Innovations 24912 Via Lopez Ct. Romona, CA 92065
Old Iron 1215 Argentine Blvd., Kansas City, KS 66105
CA (619) 788-1190 (913) 281-1469
N. AZ (602) 643-7818

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AUTOMOTIVE CONCEPT AND DESIGN
3613 E. Washington - Phoenix, Arizona 85034
(602) 273-0908

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- 5000 GT Speedster
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Corporate Office New York Office
(201) 956-7570
Send \$4 for Multi-page Brochure & info pack w/ color pictures.

48 KIT CAR

TOP 100 KITS

Wheelbase: 92 in
Weight: 1400 lbs
Drivetrain: V6
Chassis: spaceframe
Suspension Front: custom independent
Rear: custom live axle
Base Price: Kit \$26,500, Turn-key \$40,000

SSZ Motorcars, Dept. KC09, 111 Zagato Ln., 2698 Nolan Rd., Aniwa, WI 54408-9667, 715/449-2141



TIME MACHINE 659 SPEEDSTER

Length: 169 in
Width: 68 in
Height: 46 in
Wheelbase: 90 in
Weight: 2500 lbs
Drivetrain: Fiero L4 or L6
Chassis: spaceframe
Suspension: Fiero
Base Price: Kit \$9995, Turn-key \$29,900



TIME MACHINE STARFIGHTER

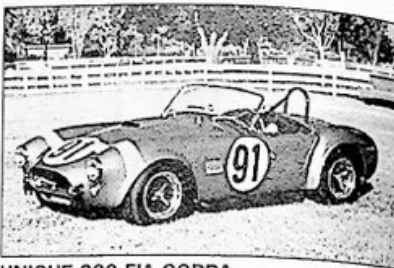
Length: 168 in
Width: 84 in
Height: 43 in
Wheelbase: 104 in
Weight: 2500 lbs
Drivetrain: Fiero L4 or V6
Chassis: Fiero spaceframe
Suspension: Fiero
Base Price: Kit \$6995, Turn-key \$29,900

Time Machine Motorcar Co., Dept. KC09, 9124 Sikes Cow Pen Rd., Brooksville, FL 34601, 904/796-6860



UNIQUE 427SC COBRA

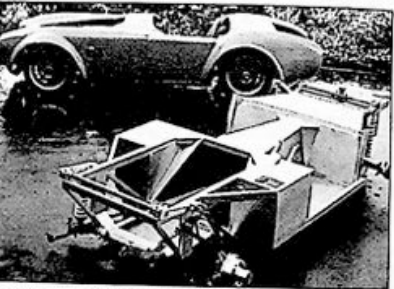
Length: 156 in
Width: 70 in
Height: 44 in
Wheelbase: 90 in
Weight: 2500 lbs
Drivetrain: small- or big-block Ford or Chevy V8
Chassis: ladder-type
Suspension Front: MGB; custom coil-overs
Rear: Jaguar/Dana 44 independent
Base Price: Kit \$7995, Rolling Chassis \$19,882 deluxe pallet, Turn-key \$34,995



UNIQUE 289 FIA COBRA

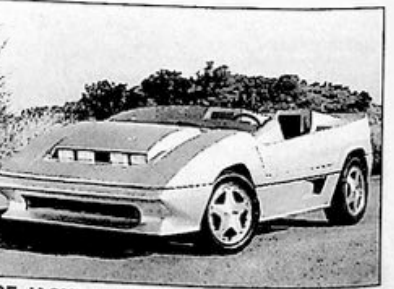
Length: 156 in
Width: 66 in
Height: 44 in
Wheelbase: 90 in
Weight: 2400 lbs
Drivetrain: small-block Ford
Chassis: ladder-type
Suspension Front: MGB; custom coil-overs
Rear: Jaguar/Dana 44 independent
Base Price: Kit \$14,995, Rolling Chassis \$19,474 deluxe pallet, Turn-key \$36,995

Unique Motorcars, Dept. KC09, 230 E. Broad St., Gadsden, AL 35903, 205/546-3708, 205/546-2395



VSE BY HERB ADAMS COBRA CHASSIS

Length: 170 in
Width: 70 in
Height: 45 in
Wheelbase: 90 in
Weight: 2200 lbs
Drivetrain: Chevy or Ford
Chassis: steel or aluminum backbone
Suspension Front: VSE independent
Rear: Satchell link live axle
Base Price: Rolling Chassis \$20,000, Turn-key \$50,000

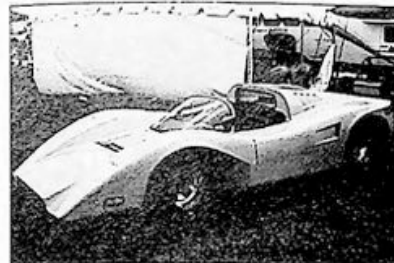


VSE JACKRABBIT

Length: 132 in
Width: 64 in
Height: 45 in
Wheelbase: 84 in
Weight: 1500 lbs
Drivetrain: VW Rabbit or Scirocco
Chassis: backbone
Suspension: VW Rabbit
Base Price: Kit \$5925, Turn-key \$14,000

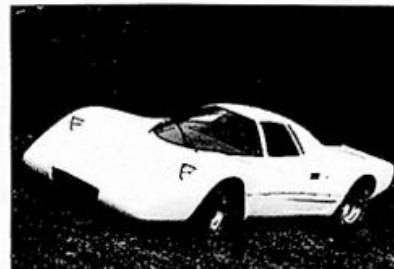
VSE by Herb Adams, Dept. KC09, 23865 Fairfield, Carmel, CA 93923, 408/649-8423

TOP 100 KITS



WARP FIVE MANTA G

Length: 160 in
Width: 75 in
Height: 39 in
Wheelbase: 94 in
Weight: 2100 lbs
Drivetrain: 350 V8/Porsche 5-speed; transverse V6/4-speed or auto
Chassis: ladder; spaceframe
Suspension Front: Mustang II
Rear: custom/unequal-length control arms
Base Price: Kit \$11,995, Rolling Chassis \$26,995, Turn-key \$37,495



WARP FIVE MONTAGE

Length: 174 in
Width: 74 in
Height: 43 in
Wheelbase: 94 in
Weight: 2200 lbs
Drivetrain: 350 V8/Porsche 5-speed; transverse V6/4-speed or auto
Chassis: ladder; spaceframe
Suspension Front: Mustang II
Rear: custom/unequal-length control arms
Base Price: Kit \$8995, Rolling Chassis \$22,495, Turn-key \$32,495

Warp Five Engineering, Dept. KC09, 1500 N.E. Roanoke Dr., Blue Springs, MO 64014, 816/228-2960



WEST COAST COBRA

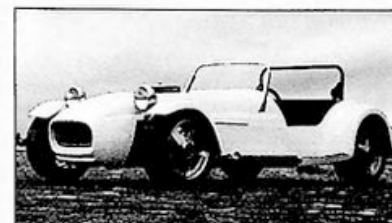
Length: 156 in
Width: 74 in
Height: 47 in
Wheelbase: 96 in
Weight: 2900 lbs
Drivetrain: 429 Ford
Chassis: spaceframe
Suspension Front: Mustang II
Rear: Ford 9-inch; custom/modified control arms
Base Price: Kit \$22,950, Turn-key \$50,000

West Coast, Inc., Dept. KC09, 6785 16 Mile Rd., Sterling Heights, MI 48077, 519/736-7274



HIGHLAND SPORTS WESTFIELD SEI

Length: 139.4 in
Width: 61.4 in
Height: 43.3 in
Wheelbase: 92 in
Weight: 1254 lbs
Drivetrain: 4-cylinder, 16V
Chassis: spaceframe
Suspension Front: Westfield double wishbone
Rear: custom Westfield IRS
Base Price: Kit \$7425, Rolling Chassis \$17,350, Turn-key \$21,250



HIGHLAND SPORTS WESTFIELD SEIGHT

Length: 139.4 in
Width: 63.4 in
Height: 43.3 in
Wheelbase: 93.3 in
Weight: 1521 lbs
Drivetrain: aluminum 3.5L V8
Chassis: spaceframe
Suspension Front: Westfield double wishbone
Rear: Westfield IRS
Base Price: Rolling Chassis \$22,850, Turn-key \$29,450

Westfield Components, Inc., Dept. KC09, P.O. Box 107, Woodbury, CT 06798-0107, 203/266-9280



SCORPION S.S.

Length: 164 in
Width: 79 in
Height: 42 in
Wheelbase: 98.5 in
Weight: 2600 lbs
Drivetrain: GM V6 or V8 w/Fiero or Porsche transaxle
Chassis: custom spaceframe
Suspension Front: Fiero or custom
Rear: Fiero or custom
Base Price: Rolling Chassis \$15,000

White Horse Co., Dept. KC09, 73 Featherbed Ln., Flemington, NJ 08822, 908/782-5636

CHEETAH REAL OR REPLICA?



BODY KIT \$5,995
ROLLING CHASSIS \$34,900
TURN KEY \$49,900

"1610 LBS ON A CHROME-MOLY CHASSIS WITH A 427/600 hp. DELIVERING 0-60 IN UNDER 4.0 SECONDS."

C-R CHEETAH RACE CARS

2211 W. SHANGRI LA ROAD
PHOENIX, AZ 85029
602/678-1788

EURO-WORKS Quality with Price in Mind

Mirage "S" \$4999.00
Body Package



Stage II Package
For Your Body Kit \$9495.00
Includes Everything except
Wheels & Tires

"We Challenge anyone to match our high quality Steel Reinforced Body or to supply the video and the knowledge to make your kit buildable."
(Fiero based or Tubular Chassis)

Video Assembly\$29.00
Info Pak\$5.00

MAIL TO: EURO-WORKS
3771 Eileen Rd., Dayton, OH 45429
Phone 513-293-6834

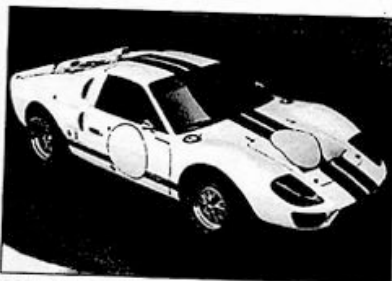
REBODIES & REPOWERS



AUTO DESIGNS MONZETTA

Length: 176 in
Width: 67 in
Height: 50 in
Wheelbase: 97 in
Weight: n/a
Drivetrain: GM 4-cylinder, V6 or V8
Chassis: GM unibody
Suspension: standard GM
Base Price: Kit \$2495, Turn-key \$14,995

Auto Designs by Scotty, Dept. KC09,
2013 S. 6th St., Klamath Falls, OR 97601,
503/884-1511



ASPP MARK II GT-40

Length: 167 in
Width: 76 in
Height: 44 in
Wheelbase: 93.4 in
Weight: 2750
Chassis: Fiero
Base Price: Kit \$7995, Turn-key \$15,000 (plus Fiero)

Auto Sport Performance Products,
Dept. KC09, 1240 E. Gilbert Dr. #2,
Tempe, AZ 85281-2106, 602/966-9906

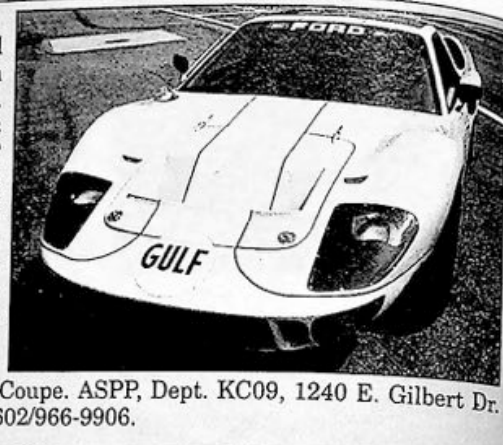
EXOTIC ENTERPRISES REPLICAS

Exotic Enterprises offers more than 1000 different body kits, ground-effects packages and hoodscoops for a variety of cars. The company's Lambo replica is designed for easy assembly and includes prehung doors and a steel-reinforced body. If you already have a Countach kit, parts to help you complete it are also available, such as door hinges, lights, glass, grilles and more. Exotic Enterprises, Dept. KC09, 459 Madeline Ave., Garfield, NJ 07026, 201/956-7570.

50 KIT CAR

ASPP MARK II GT-40

Some replicas of the Ford GT-40 cost more than \$65,000, but not this one. ASPP, which also produces the quality line of NAF Cobra replicas, offers the Mark II GT-40 rebody kit for only \$7995, and features all the creature comforts of the Fiero donor car. The company also has catalogs, videos and assembly manuals, and soon will introduce a Cobra Daytona Coupe. ASPP, Dept. KC09, 1240 E. Gilbert Dr. #2, Tempe, AZ 85281-2106, 602/966-9906.



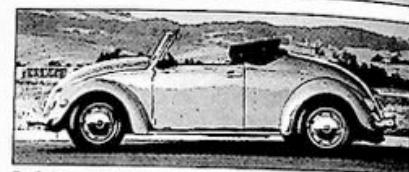
AC&D SCORPION

Length: 167 in
Width: 78 in
Height: 44 in
Wheelbase: 93.5 in
Weight: 2750
Drivetrain: 4-cylinder, V6 or V8
Chassis: Fiero
Suspension: Fiero
Base Price: Kit \$7995, Turn-key \$12,995 (less Fiero)

Automotive Concept & Design, Dept.
KC09, 3613 E. Washington, Ste. 2,
Phoenix, AZ 85034, 602/273-0908



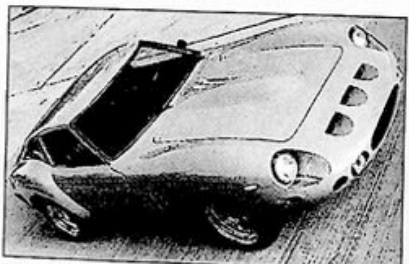
B.G.W. '40 WILLYS HOOD KIT



B.G.W. CALIFORNIA SPEEDSTER

VW Beetle

B.G.W./Spectre Ltd., Dept. KC09, P.O.
Box 427, Butler, WI 53007, 414/783-4550



BLUE RAY RHINO GT

Length: 170 in
Width: 70 in
Height: 48 in
Wheelbase: 90.5 in
Weight: 3203 lbs
Drivetrain: Datsun 240, 260 or 280Z
Chassis: Datsun Z
Suspension: Datsun Z
Base Price: Kit \$3995, Turn-key \$17,995 (plus Z car)

Blue Ray G.T. Engineering, Dept.
KC09, 416 Woodline Dr., The Woodlands,
TX 77386, 713/363-2000

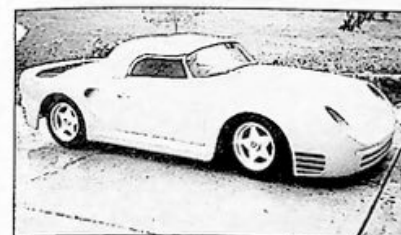


CAL ACE

Length: 153.2 in
Width: 60 in
Height: 49.2 in
Wheelbase: 91 in
Weight: 2209 lbs
Drivetrain: MGB

Chassis: standard MGB
Suspension: MGB
Base Price: Kit \$2495

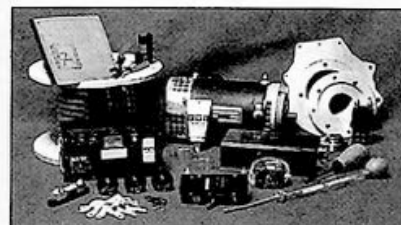
C-F Enterprises Ltd., California Ace
Division, Dept. KC09, P.O. Box 1347,
Long Beach, CA 90801-1347, 310/404-
0522. Info package \$5.



CLASSIC 359

Length: 169 in
Width: 67 in
Height: 43.5 in
Wheelbase: 89.5 in
Weight: 1875 lbs
Drivetrain: VW Beetle
Chassis: VW Beetle Type I
Suspension Front: VW Beetle Type I
Rear: VW '69 and newer independent
Base Price: call for quote

Classic Motor Carriages, Dept. KC09,
16650 N.W. 27th Ave., Miami, FL 33054,
800/252-7742

ELECTRO-AUTOMOTIVE DELUXE
ELECTRIC CONVERSION KIT

Complete kit suitable for glass- or steel-bodied cars
with manual trans, no power steering, and a maxi-
mum curb weight of 2500 lbs.
Base Price: \$4100

Electro-Automotive, Dept. KC09,
P.O. Box 1113, Felton, CA 95018,
408/429-1989



EXOTIC ILLUSIONS EUROSEX 1000

Length: 165.5 in
Width: 83 in
Height: 42 in
Wheelbase: 93.5 in
Weight: 2600-2700 lbs
Drivetrain: Fiero L4, V6 or V8
Chassis: Fiero
Suspension: Fiero
Price: Kit \$5500, Turn-key \$30,000-40,000

Exotic Illusions Ltd., Dept. KC09, Rear
347 Main St., Dickson City, PA 18519,
717/383-1206

FIBERFAB 359

Length: 169 in
Width: 67 in
Height: 43.5 in
Wheelbase: 89.5 in
Weight: 1875 lbs
Drivetrain: VW Beetle
Chassis: VW Beetle Type I
Suspension Front: VW Beetle Type I
Rear: VW '69 and newer independent
Base Price: call for quote

FiberFab, Dept. KC09, 7601 N. Federal
Hwy., Ste. 150-A, Boca Raton, FL 33487,
800/328-5671



FIRE-ROSSA

Length: 192 in
Width: 79 in
Height: 49.3 in
Wheelbase: 101 in
Weight: 3350 lbs
Drivetrain: V6 or V8
Chassis: Firebird or Camaro
Suspension: GM
Base Price: Kit \$6995, Rolling Chassis \$16,000,
Turn-key \$14,995

A to Z Car Emporium, Dept. KC09,
5400 Griffin Rd., Davie, FL 33314,
305/321-8585 or 305/565-0800



HANDCRAFT GT/2+2

Length: 186 in
Width: 79.5 in
Height: 47 in
Wheelbase: 101 in
Weight: 3300 lbs
Drivetrain: Camaro/Firebird '82-'92
Chassis: Camaro/Firebird '82-'92
Suspension: Camaro/Firebird '82-'92
Base Price: Kit \$3995, Rolling Chassis call for
quote, Turn-key call for quote

Handcraft Motorcar Co., Dept. KC09,
6805 Riverview Blvd. W., Bradenton, FL
34209, 800/854-1422



INNOVATIONS 930-VEE

Length: 170 in
Width: 69 in
Height: 64 in
Wheelbase: 93 in
Weight: 2500 lbs
Drivetrain: VW; Mazda rotary; V6
Chassis: VW Beetle
Suspension: VW Beetle
Base Price: Kit \$1895, Turn-key \$6000

Innovations in Fiberglass, Dept. KC09,
P.O. Box 60642, Phoenix, AZ 85082,
602/377-0104

IRM FIERO COMPONENTS

International Research Motorsports,
Dept.
KC09,
18100
Cashell
Rd.,
Rockville,
MD
20853,
301/948-
3301



JCR CALIFORNIA Z

Length: 173 in
Width: 69 in
Height: 50 in
Wheelbase: 91 in
Weight: 3203 lbs
Drivetrain: Datsun Z
Chassis: Datsun Z
Suspension: Datsun Z
Base Price: Kit \$1380, Turn-key call for quote

Jim Cook Racing, Dept. KC09, 5450
Katella Ave., Unit 107, Los Alamitos, CA
90720, 800/527-1440

EURO-WORKS MIRAGE

In production for more than five years, the Mirage is available in two sizes, the K model that fits on a stock Fiero chassis, and the S version that uses either a custom 98½-inch tubular chassis or a Fiero frame lengthened 5 inches. Body kits start as low as \$3595, and numerous accessories are available. A tech help-line and four-hour video are also available to customers. Send \$5 for info package, \$29 for video to Euro-Works, Dept. KC09, 3771 Eileen Rd., Dayton, OH 45429, 513/293-6834.



SAVE ON YOUR DREAMS



With Deluxe kits or package prices, replica buyers can't compare prices on Cobra components. By comparison shopping, the smart replica builder can save hundreds of dollars.

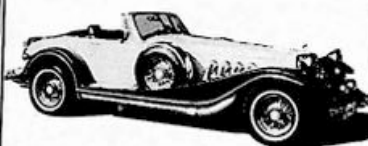
The NEW Cobra Valu-line parts allow significant savings WITHOUT sacrificing quality. Call for our Valu-line info and new catalog #7 (\$5.00 refundable with order).



(404) 427-0020
COBRA
Restorers, Ltd.

3099 Carter Drive • Kennesaw, GA 30144

THE SEVEN BEST REASONS TO BUILD A GATSBY



1. FULL SIZE: The Gatsby utilizes a Ford LTD/Lincoln Mercury chassis.
2. FRONT ENGINE
3. EASE OF OPERATION: Power Steering, Power Brakes, & Automatic Transmission
4. SUPERIOR ENGINEERING
5. STEEL BODY w/ hand laid fiberglass fenders
6. EXTENSIVE USE OF STOCK AUTOMOTIVE HARDWARE
7. RESALE VALUE factory built Gatsby's have market value of \$60,000+.

GATSBY
COACHWORKS
1541 ALMADEN ROAD
SAN JOSE, CA 95125
408/275-8752

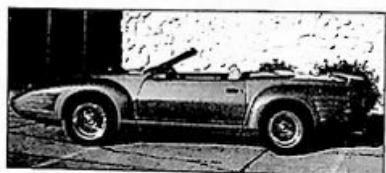
TOP 100 KITS



KNIGHT INDUSTRIES GT

Length: 179 in
Width: 75 in
Height: 45.5 in
Wheelbase: 101 in
Weight: 3100 lbs
Drivetrain: GM
Chassis: Firebird
Suspension: Firebird
Base Price: Kit \$3995, Turn-key \$19,995

Knight Industries, Dept. KC09, P.O. Box 164, Covington, LA 70434, 504/845-8716



CARRARO

Firebird/Camaro conversion kit
Base Price: Kit \$4995, Turn-key call for quote



TROJAN GT

Firebird conversion kit
Base Price: Kit \$4995, Turn-key call for quote
Marple Automotive Group, Inc., Dept. KC09, 7825 County Rd. 11, Maple Plain, MN 55359, 800/898-0008

LUCAS CORVIPER

Finally—a well-engineered body package for restyling your '82-'92 Camaro or Firebird! This easy-to-build kit comes with all parts jig-reinforced, mounting holes pre-drilled, and a safety-glass windshield with frame. Upholstery packages are optional. Partially-assembled Stage II and for \$5 from Lucas Group International, Dept. KC09, P.O. Box 14052 N.E. Plaza, Sarasota, FL 34227, 800/TO-LUCAS.



MAC'S AUTO BODY FIERO REBODY

Length: 165 in
Width: 81 in
Height: 41 in
Wheelbase: 93.4 in
Weight: 2600 lbs
Drivetrain: Fiero L4, V6 or V8
Chassis: Fiero
Suspension: Fiero
Base Price: Kit \$4999, Turn-key \$30,000



MAC'S AUTO BODY FIERO REBODY

Length: 174 in
Width: 74 in
Height: 46 in
Wheelbase: 93.5 in
Weight: 2700 lbs
Drivetrain: Fiero L4, V6 or V8
Chassis: Fiero
Suspension: Fiero
Base Price: Kit \$3500, Turn-key \$17,000

Mac's Auto Body, Dept. KC09, 4427 Maygog Rd., Sarasota, FL 34233, 813/921-4420



180) PISA ARTERO

Length: 164 in
Width: 78 in
Height: 47 in
Wheelbase: 93 in
Weight: 2500 lbs

TOP 100 KITS

ARTERO FIERO FRONT-END KIT

The Artero Starter Kit replaces the Fiero stock front bumper and fenders, offering an aggressive look at the low price of \$800. The easy-to-install pieces bolt directly onto the Fiero, use the stock hardware and can be easily upgraded to the full Artero kit. All workmanship is guaranteed for one year. PISA Corp., Dept. KC09, P.O. Box 15088, Phoenix, AZ 85060-5088, 602/376-1550.



Drivetrain: Fiero
Chassis: Fiero
Suspension: Fiero
Base Price: Kit \$7000, Turn-key \$15,000

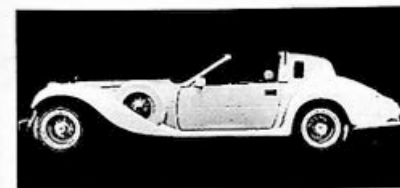
Phoenix International Sports
Automobile Corp., Dept. KC09, P.O. Box 15088, Phoenix, AZ 85060-5088, 602/894-1775



RAYCO 914

Length: 159.4 in
Width: 65 in
Height: 48.4 in
Wheelbase: 96.5 in
Weight: 2139 lbs
Drivetrain: Opposed 4, V6

Rayco, Inc., Dept. KC09, 1710 Delmar, St. Louis, MO 63103, 314/621-1321



SPARTAN II

Length: 204.2 in
Width: 74.5 in
Height: 54.5 in
Wheelbase: 126.5 in
Weight: 3675 lbs
Drivetrain: Nissan 300 ZX (2+2)
Chassis: Nissan
Suspension Front: Nissan
Rear: modified Nissan
Base Price: Kit \$6900, Turn-key \$39,900

Spartan Motorcar Co., Dept. KC09, 1655 S. Rancho Santa Fe Rd., Ste. 108, San Marcos, CA 92069, 619/744-3565, fax 619/744-9030



SSZ SHARK

Rebody fits stock '63-'82 Corvettes
Chassis: Corvette
Suspension: Corvette
Base Price: Kit \$7995, Turn-key \$17,995

SSZ Motorcars Ltd., Dept. KC09, 111 Zagato Ln., Aniwa, WI 54408, 715/449-2141



VELO ROSSA SPYDER

Length: 176 in
Width: 72 in
Height: 48 in
Wheelbase: 90.7 in
Weight: 2200 lbs
Drivetrain: Datsun Z or Chevy V8
Chassis: Datsun unibody
Suspension: Datsun Z
Base Price: Kit \$3900, Turn-key \$11,500 (plus car)

Velo Rossa Engineering, Dept. KC09, 406 S. Rockford Dr. #3, Tempe, AZ 85261



Z PRODUCTS WIDEBODY GOLF

Stock VW Golf (plus 8 inches in width and additional 50 lbs in weight)
Chassis: VW Golf
Suspension: stock VW Golf or any Golf modifications
Base Price: Kit \$895

OPERATION MONGOOSE!

"...recreating the
Grand Sport Corvette."



Info and Photos \$5.00

- Bolts on '68-'82 Corvette Chassis
- Tube Chassis Available
- Uses 1988-newer Corvette Suspension

D&D Corvette

1985 Manchester Akron, OH 44314

(216) 745-2544

*Corvette is a trademark of General Motors. D&D Corvette products have no connection to General Motors.

GT 2 + 2 BODY PACKAGE FOR '82-'92 Camaro/Firebird



- Drive it everyday
- No Title Registration or Insurance Problems
- No Structural Changes
- Easy Assembly
- \$4,795. Complete
- Mirrors Optional
- InFoPac \$5.00

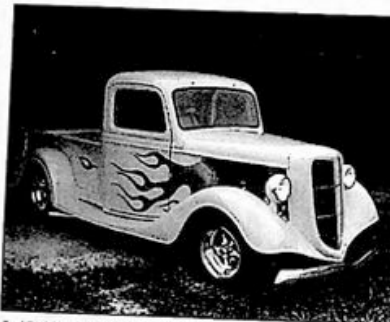
Handcraft Motorcar Co.

6805 Riverview Blvd.
Bradenton, FL 34209
813-794-2420

**Z PRODUCTS WIDEBODY 2002**

Stock BMW 2002 (plus 6 inches in width and additional 50 lbs in weight)
Chassis: BMW 2002
Suspension: stock BMW 2002 or any BMW modifications
Base Price: Kit \$895

Z Products Autosport, Dept. KC09,
30625 S.W. Boones Ferry, Wilsonville, OR
97070, 503/682-1267

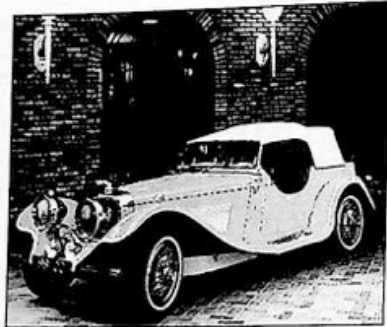
VINTAGE VEHICLES**A/C '36 FORD PICKUP**

Length: 172 in
Width: 70 in
Height: 70 in
Wheelbase: 112 in
Weight: 2450 lbs
Drivetrain: V6 or V8

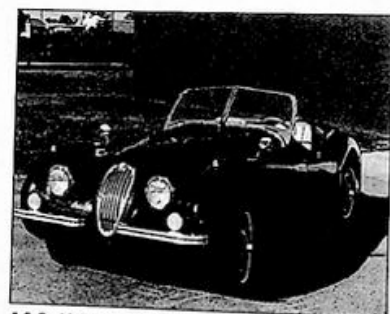
A/C Specialty, Dept. KC09, 12955 York
Delta Dr., Unit B, West Royalton, OH
49133, 216/842-5157

VALU-LINE COBRA COMPONENTS

Many Cobra replica buyers purchase optional components from the company that manufactured their cars and don't take the time to comparison shop for the best prices. Cobra Restorers' Valu-Line components offer big savings to the budget-minded builder. Write or call for Catalog No. 7, with 40 pages featuring hundreds of items. Cobra Restorers, Dept. KC09, 3099 Carter Cir., Kennesaw, GA 30144, 404/427-0020.

**A&C JAGUAR SS 100 FE**

Length: 159.5 in
Width: 64 in
Height: 52 in
Wheelbase: 108.5 in
Weight: 2210 lbs
Drivetrain: 4- or 6-cylinder Ford
Chassis: ladder-type
Suspension Front: Mustang II
Rear: Ford live axle
Base Price: Kit \$7495, Rolling Chassis \$10,200,
Turn-key \$17,500

**A&C JAGUAR XK 120**

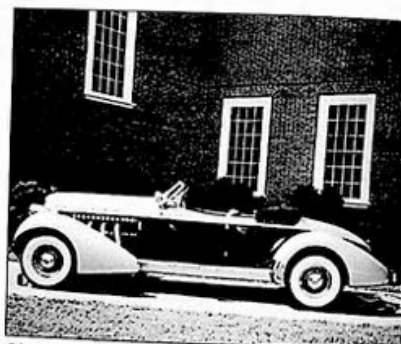
Length: 174 in
Width: 64 in
Height: 55 in
Wheelbase: 102 in
Weight: 2439 lbs
Drivetrain: 4-, 6- or 8-cylinder Ford or Chevy
Chassis: ladder-type
Suspension Front: Mustang II
Rear: Ford live axle
Base Price: Kit \$8495, Rolling Chassis \$12,500,
Turn-key \$19,000

Antique & Collectible Autos, Inc.,
Dept. KC09, 35 Dole St., Buffalo, NY
14210, 800/245-1310

**BLUE RAY SUPER 90 CABRIOLET**

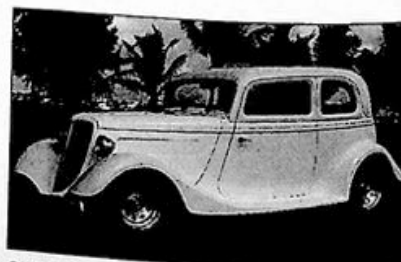
Length: 162 in
Width: 66 in
Height: n/a
Wheelbase: 83 in
Weight: 1450 lbs
Drivetrain: VW Type I
Chassis: custom monocoque
Suspension Front: VW Type I
Rear: VW Type I
Base Price: Kit \$16,500, Turn-key \$23,900

Blue Ray G.T. Engineering, Dept.
KC09, 416 Woodline Dr., The Woodlands,
TX 77386, 713/363-2000

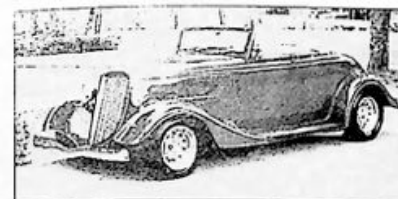
**CLASSIC FACTORY AUBURN SPEEDSTER**

Length: 206 in
Width: 81 in
Height: 59 in
Wheelbase: 132 in
Weight: 3450 lbs
Drivetrain: Chevy or Ford V8
Chassis: modified '69-'72 Ford LTD
Suspension: Ford LTD
Base Price: Kit \$8995

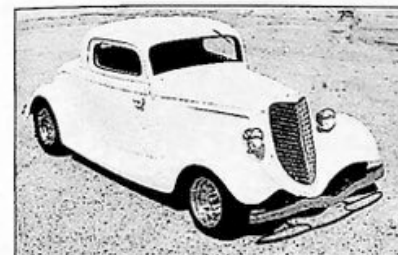
The Classic Factory, Dept. KC09, 1454
E. Ninth St., Pomona, CA 91766, 714/629-
5968

**CLASSIC '33 VICKY**

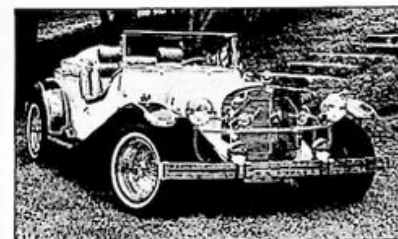
Length: 170 in
Width: 69 in
Height: 62.5 in
Wheelbase: 112 in
Weight: 2800 lbs
Drivetrain: Ford or Chevy V8
Chassis: custom ladder-type
Suspension Front: Mustang II
Rear: Mustang '79 and newer live axle
Base Price: call for quote

**CLASSIC '34 CABRIOLET**

Length: 170 in
Width: 69 in
Height: 56 in
Wheelbase: 112 in
Weight: 2700 lbs
Drivetrain: Ford or Chevy V8
Chassis: custom ladder-type
Suspension Front: Mustang II
Rear: Mustang '79 and newer live axle
Base Price: call for quote

**CLASSIC '34 COUPE**

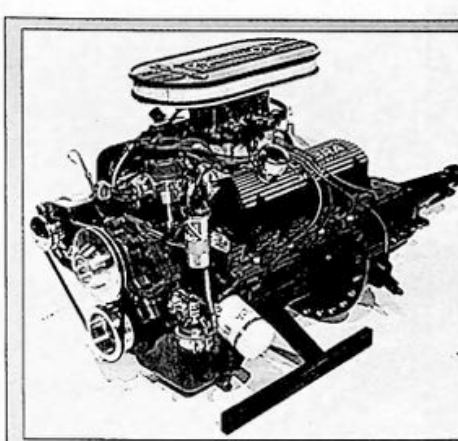
Length: 170 in
Width: 69 in
Height: 58 in
Wheelbase: 112 in
Weight: 2800 lbs
Drivetrain: Ford or Chevy V8
Chassis: custom ladder-type
Suspension Front: Mustang II
Rear: Mustang '79 and newer live axle
Base Price: call for quote

**CLASSIC GAZELLE**

Length: 156 in
Width: 68 in
Height: 47 in
Wheelbase: 98 in Ford; 94.5 Chevy
Weight: 2700 lbs
Drivetrain: Ford or Chevy L4
Chassis: custom ladder-type
Suspension: Ford Pinto or Chevy Chevette
Base Price: call for quote

**CLASSIC MG-TD**

Length: 150 in
Width: 62 in
Height: 50 in
Wheelbase: 96 in

**JASPER HARD PARTS**

Jasper Performance Products offers engines, transmissions and differentials as individual components and turn-key packages for a variety of kit car applications. Engines are available in several horsepower and torque ranges to fit any driver's performance needs and budget requirements. Jasper Performance Products, Dept. KC09, 815 Wernsing Rd., Jasper, IN 47546, 800/827-7455.

Weight: 2120 lbs
Drivetrain: Ford or Chevy L4
Chassis: ladder-type
Suspension: Ford Pinto or Chevy Chevette
Base Price: call for quote

Chassis: VW Beetle Type I
Suspension Front: VW Beetle Type I
Rear: VW '69 and newer independent
Base Price: call for quote

**CLASSIC SPEEDSTER****218) CLASSIC SPEEDSTER C**

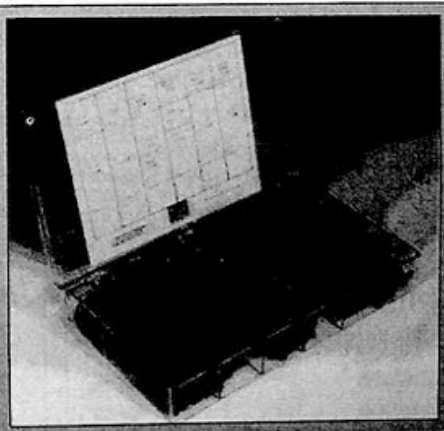
Length: 154 in
Width: 66 in
Height: 48 in
Wheelbase: 82.75
Weight: 1585 lbs
Drivetrain: VW

**EAGLE JAGUAR XK 120G**

Length: 176 in
Width: 64 in
Height: 48 in
Wheelbase: 102 in
Weight: 2550 lbs
Drivetrain: Mustang II
Chassis: custom ladder-type
Suspension: Mustang II
Base Price: Kit \$8395, Rolling Chassis \$14,395,
Turn-key \$28,500

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For that pro look on your project car, the All-Plumb T-clamp kit from Made For You Products includes 70 nylon T-clamps for mounting and routing fuel, brake and vacuum lines, and electrical wiring and battery cables. Clamps are available in a variety of colors. The kit will complete most cars and comes in a plastic case with stainless-steel nuts and bolts. Made For You Products, Dept. KC09, P.O. Box 720700, Pinon Hills, CA 92372, 619/868-6962.



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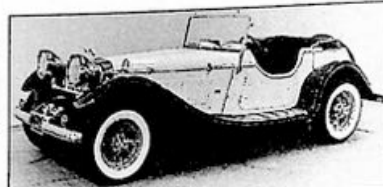


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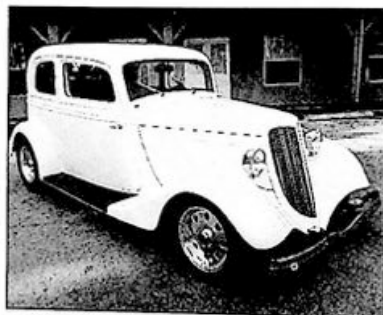
TOP 100 KITS



EAGLE JAGUAR SS 100G

Length: 165 in
Width: 64 in
Height: 51 in
Wheelbase: 108 in
Weight: 2150 lbs
Drivetrain: Mustang II
Chassis: ladder-type
Suspension: Mustang II
Base Price: Kit \$7895, Rolling Chassis \$13,895, Turn-key \$27,500

Eagle Coach Work, Inc., Dept. KC09,
760 Northland Ave., Buffalo, NY 14211,
716/897-4292



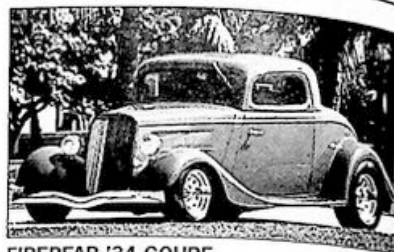
FIBERFAB '33 VICKY

Length: 170 in
Width: 69 in
Height: 62.5 in
Wheelbase: 112 in
Weight: 2800 lbs
Drivetrain: Ford or Chevy V8
Chassis: custom ladder-type
Suspension Front: Mustang II
Rear: Mustang '79 and newer live axle
Base Price: call for quote



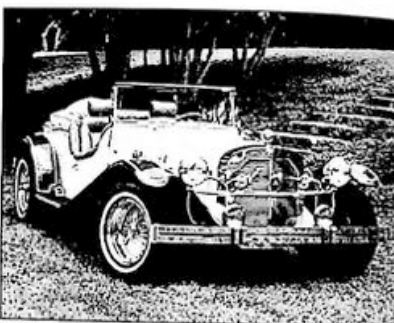
FIBERFAB '34 CABRIOLET

Length: 170 in
Width: 69 in
Height: 56 in
Wheelbase: 112 in
Weight: 2700 lbs
Drivetrain: Ford or Chevy V8
Chassis: custom ladder-type
Suspension Front: Mustang II
Rear: Mustang '79 and newer live axle
Base Price: call for quote



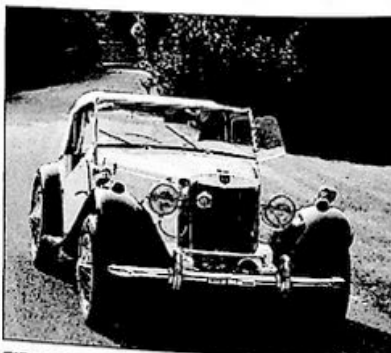
FIBERFAB '34 COUPE

Length: 170 in
Width: 69 in
Height: 58 in
Wheelbase: 112 in
Weight: 2800 lbs
Drivetrain: Ford or Chevy V8
Chassis: custom ladder-type
Suspension Front: Mustang II
Rear: Mustang '79 and newer live axle
Base Price: call for quote



FIBERFAB GAZELLE

Length: 156 in
Width: 68 in
Height: 47 in
Wheelbase: 98 in Ford; 94.5 Chevy
Weight: 2700 lbs
Drivetrain: Ford or Chevy
Chassis: custom ladder-type
Suspension: Ford Pinto or Chevy Chevette
Base Price: call for quote



FIBERFAB MG-TD

Length: 150 in
Width: 62 in
Height: 50 in
Wheelbase: 96 in
Weight: 2120 lbs
Drivetrain: Ford or Chevy
Chassis: custom ladder-type
Suspension: Ford Pinto or Chevy Chevette
Base Price: call for quote

TOP 100 KITS



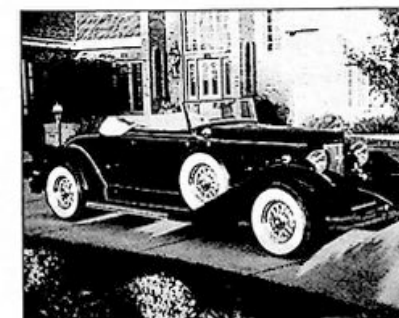
FIBERFAB CLASSIC SPEEDSTER



FIBERFAB CLASSIC SPEEDSTER C

Length: 154 in
Width: 66 in
Height: 48 in
Wheelbase: 82.75 in
Weight: 1585 lbs
Drivetrain: VW
Chassis: VW Beetle Type I
Suspension Front: VW Beetle Type I
Rear: VW '69 and newer independent
Base Price: call for quote

FiberFab, Dept. KC09, 7601 N. Federal
Hwy., Boca Raton, FL 33487, 800/328-5671



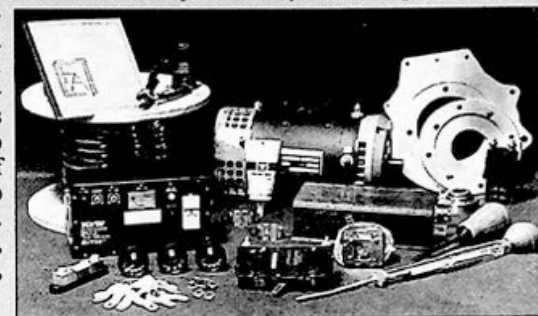
GIBBON '33-'34 PACKARD COUPE/ROADSTER

Length: 200 in
Width: 72 in
Height: 65 in
Wheelbase: 136 in
Weight: 3800 lbs
Drivetrain: GM V8
Chassis: ladder-type
Suspension Front: Chrysler Cordoba
Rear: custom leaf spring
Base Price: Kit \$19,000, Turn-key \$65,000

Gibbon Fiberglass Reproductions,
Dept. KC09, 112 E. Front St., P.O. Box
490, Gibbon, NE 68840, 308/468-6178

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Convert your kit or production vehicle to electric power with the Deluxe Kit from Electro Automotive. The package fits most manual-transmission small vehicles and includes all of the major drive-system components, plus special tools and hardware. A how-to manual is available separately. Performance on fiber-glass-bodied cars is typically 85 mph top speed and a range of 80-100 miles. Electro Automotive, Dept. KC09, P.O. Box 1113, Felton, CA 95018, 408/429-1989.



HANDCRAFT CORMORANT

Length: 198 in
Width: 72.5 in
Height: 53 in
Wheelbase: 121 in
Weight: 3650 lbs
Drivetrain: Cadillac '79-'93
Chassis: Cadillac
Suspension Front: Cadillac
Rear: Cadillac rear-drive '79-'93
Base Price: Kit \$13,995, Rolling Chassis call for quote, Turn-key call for quote

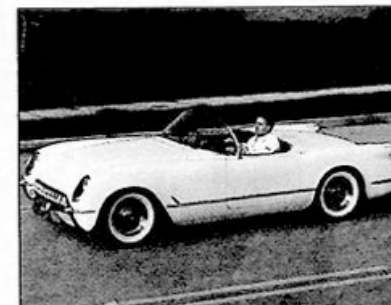
Handcraft Motors, Dept. KC09, 6805
Riverview Blvd. W., Bradenton, FL 34209,
800/854-1422



HARDY MOTORS ALLARD J2X

Length: 163 in
Width: 67 in
Height: 44 in
Wheelbase: 102 in
Weight: 2020 lbs
Drivetrain: Chevy V8
Chassis: custom
Suspension Front: twin torsion bar
Rear: GM 10-bolt live axle
Base Price: Kit \$9500, Rolling Chassis \$19,900, Turn-key \$35,900

Hardy Motors, Dept. KC09, 4125 W.
Mineral King #103, Visalia, CA 93277,
209/636-0722



M-53

Length: 167 in
Width: 70 in
Height: 51 in
Wheelbase: 98 in
Weight: 2600 lbs
Drivetrain: Chevy V8

Memory Motors, Inc., Dept. KC09, 110
W. Avenue G, Conroe, TX 77301, 409/760-
3500



PRL AUBURN SPEEDSTER

Length: 203 in
Width: 70 in
Height: 59 in
Wheelbase: 127 in
Weight: n/a
Drivetrain: 305/350 GM
Chassis: ladder-type
Suspension: stock GM
Base Price: Kit \$12,500, Turn-key \$45,500

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☐ XK 120, front engine

☐ '41 Willys

☐ SS-100, front engine version

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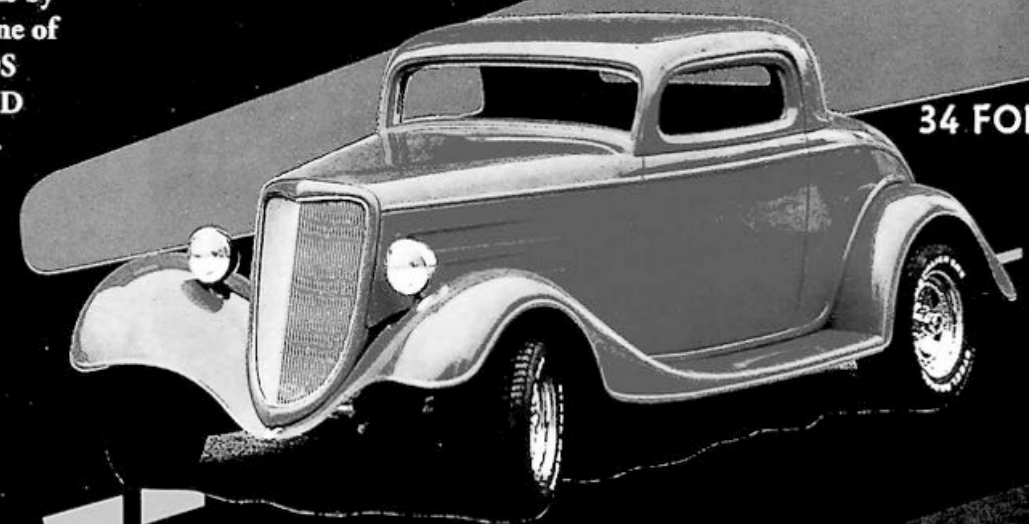
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XK 120



34 FORD

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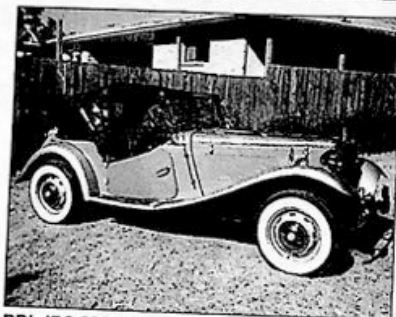
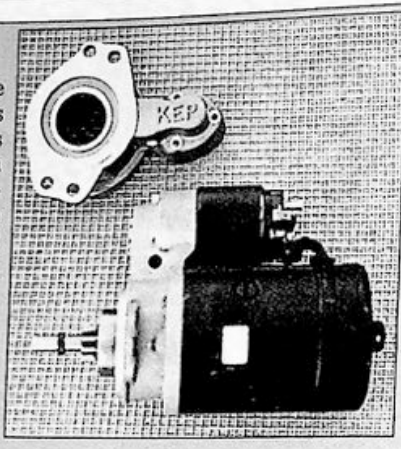
41 WILLYS

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OR WRITE FOR FREE
COLOR BROCHURE

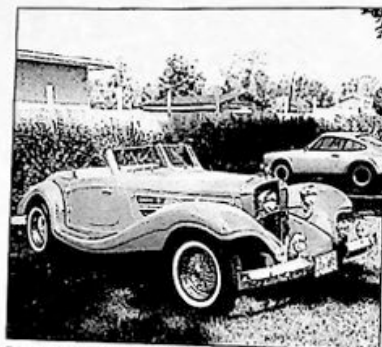
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The KEP RS 92 starter for large Volkswagen Beetle or Bus engines actually was developed for engines as large as the 350ci Chevy on a Volkswagen transaxle. Said to produce three times the torque of the stock VW starter motor, the RS 92 is made from a Bosch SR92X with a special endplate. A double bolt pattern allows the unit to be rotated for clearance. Kennedy Engineered Products, Dept. KC09, 38830 17th St. E., Palmdale, CA 93550, 805/272-1147.

**PRL '52 MGTD**

Length: 146 in
Width: 59 in
Height: 52 in
Wheelbase: 94 in
Weight: 1425 lbs
Drivetrain: VW complete
Chassis: VW pan assembly
Suspension: VW
Base Price: Kit \$8500, Turn-key \$17,500

**PRL 500K MERCEDES**

Length: 198 in
Width: 77 in
Height: 55 in
Wheelbase: 121 in
Weight: 3200 lbs
Drivetrain: 305/350 V8
Chassis: standard Ford or GM
Suspension Front: fullsize Ford or GM
Rear: Ford or GM stock
Base Price: Kit \$14,500, Rolling Chassis \$3000, Turn-key \$49,500

Prototype Research Ltd., Dept. KC09,
230 Albert St., Campbellford, Ontario
K0L 1L0, Canada, 705/653-4525

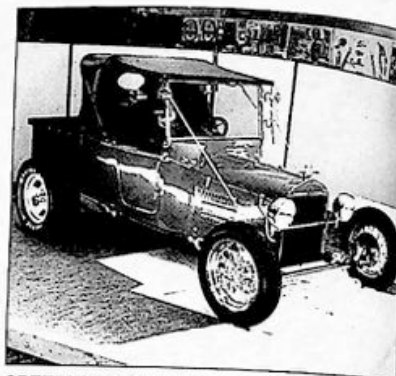
**REGAL T-BIRD**

Length: 175.3 in
Width: 70.2 in
Height: 52.2 in
Wheelbase: 102 in
Weight: 3100 lbs
Drivetrain: Ford V8
Chassis: ladder-type
Suspension Front: Mustang II
Rear: Ford Mustang live axle
Base Price: Kit \$11,995, Turn-key \$35,900

Regal Roadster, Ltd., Dept. KC09, 301
W. Beltline Hwy., Madison, WI 53713,
608/273-4141

SPEEDWAY DELUXE '23 T ROADSTER KIT

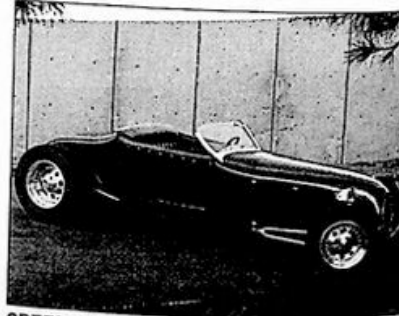
Wheelbase: 103 in
Drivetrain: small-block V8, automatic
Chassis: custom ladder-type
Suspension Front: tube axle, cross-leaf spring, 4-bar radius rods
Rear: Ford 9-inch; custom cross-leaf spring, coil spring or chrome coil-overs
Base Price: Kit \$1895

**SPEEDWAY VX '23 T KIT**

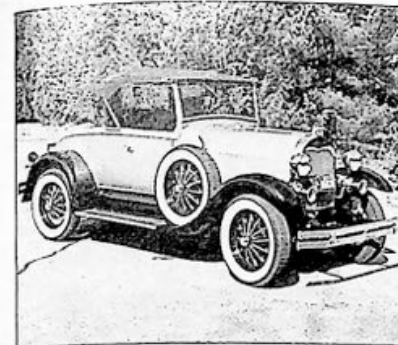
Length: 123 in
Width: 66 in
Height: 57 in
Wheelbase: 86 in
Weight: 1100 lbs
Drivetrain: '67 or '68 VW Beetle Type I
Chassis: custom
Suspension Front: tube axle, torsion bar, or coil-overs
Rear: VW independent; custom coil-overs with radius rods
Base Price: Kit \$2995

SPEEDWAY DELUXE '27 T ROADSTER KIT

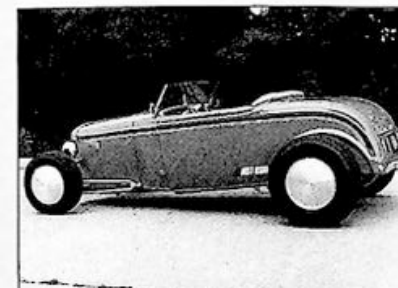
Wheelbase: 113 in
Drivetrain: small-block V8, automatic
Chassis: ladder-type; custom
Suspension Front: tube axle, cross-leaf spring, 4-bar radius rods
Rear: Ford 9-inch; custom hairpin radius rods, chrome coil-overs
Base Price: Kit \$2195

**SPEEDWAY '27 TRACK T KIT**

Length: 139 in
Width: 48 in
Height: 43.5 in
Wheelbase: 106.75 in
Weight: 1500 lbs
Drivetrain: 4-cylinder or V6
Chassis: ladder-type; custom
Suspension Front: tube axle, cross-leaf spring
Rear: Ford 8- or 9-inch, custom quarter elliptic leaf spring/radius rod
Base Price: Kit \$2095

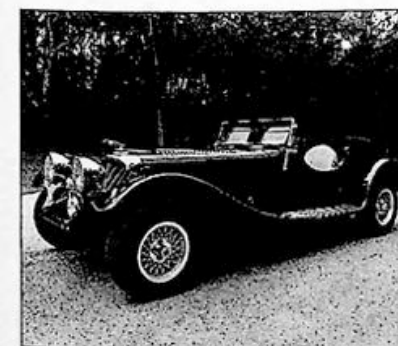
**SPEEDWAY '29 MODERN A KIT**

Length: 156 in
Width: 64 in
Height: 68 in
Wheelbase: 104 in
Weight: n/a
Drivetrain: Pinto/Mustang II engine, trans, rear axle
Chassis: ladder-type, custom
Suspension Front: Mustang II
Rear: Ford Pinto
Base Price: Kit \$4495

**SPEEDWAY '32 LO-BOY ROADSTER KIT**

Length: 129 in
Width: 48.5 in
Height: 47.5 in
Wheelbase: 106 in
Weight: n/a
Drivetrain: V8, automatic
Chassis: ladder-type; custom
Suspension Front: tube axle, cross spring
Rear: Ford 8- or 9-inch, custom quarter elliptic leaf spring/radius rod
Base Price: Kit \$3495

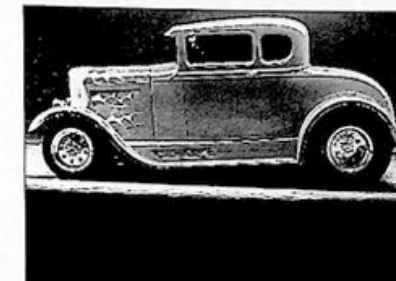
Speedway Motors, Inc., Dept. KC09,
300 Van Dorn, Lincoln, NE 68502,
402/474-4411

**TMM 38 SPECIAL**

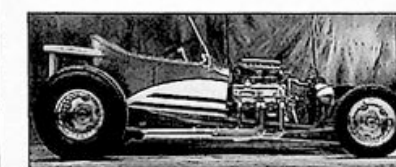
Length: 160 in
Width: 68 in
Height: 52 in
Wheelbase: 110 in
Weight: 2000 lbs

Drivetrain: Ford or GM 4-cylinder, V6 or V8
Chassis: ladder-type
Suspension Front: Mustang II
Rear: '79-'93 Mustang live axle
Base Price: Kit \$8995, Turn-key \$29,900

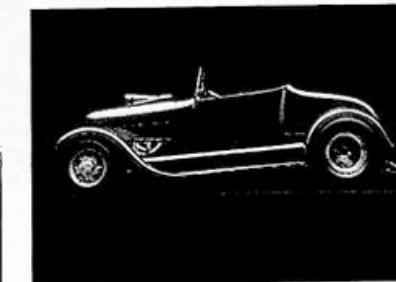
Time Machine Motor Car Co., Dept.
KC09, 9124 Sikes Cow Pen Rd.,
Brooksville, FL 34601, 904/796-6860

**TOTAL A**

Length: 162 in
Width: 68 in
Height: 60 in
Wheelbase: 103.5 in
Weight: 2468 lbs
Drivetrain: V8
Chassis: custom
Suspension Front: dropped axle
Rear: Ford 8-inch with coil-overs
Base Price: Kit \$3200, Turn-key \$30,000

**TOTAL T ROADSTER**

Length: 130 in
Width: 77 in
Height: 71 in
Wheelbase: 100 in
Weight: 1645 lbs
Drivetrain: Chevy or Ford V8
Chassis: custom
Suspension Front: 4-inch dropped axle with radius rods
Rear: Ford 8-inch with coil-overs
Base Price: Kit \$3500, Turn-key \$15,000

**TOTAL PRO STREET T**

Length: 133 in
Width: 66 in
Height: 46 in
Wheelbase: 100.5 in
Weight: 2260 lbs
Drivetrain: Chevy or Ford V8
Chassis: custom
Suspension Front: dropped axle 4-bars
Rear: narrowed 9-inch Ford with dual leaf springs
Base Price: Kit \$12,000, Turn-key \$35,000

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Jasper, IN 47547

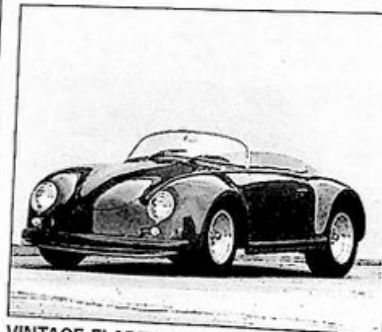
TOP 100 KITS



TOTAL '32 HIGHBOY ROADSTER

Length: 162 in
Width: 68 in
Height: 68 in
Wheelbase: 103.5 in
Weight: 2500 lbs
Drivetrain: small-block Chevy or Ford
Chassis: custom
Suspension Front: dropped axle
Rear: coil-overs
Base Price: Kit \$13,000, Turn-key \$35,000

Total Performance, Inc., Dept. KC09,
400 S. Orchard St., Rte. 5, Wallingford,
CT 06492, 203/265-7107



VINTAGE FLARED SPEEDSTER



VINTAGE CLASSIC SPEEDSTER

Length: 154 in
Width: 66 in
Height: 47 in
Wheelbase: 84 in
Weight: 1600 lbs
Drivetrain: VW
Chassis: VW
Suspension: VW
Base Price: Kit \$8900, Rolling Chassis \$2500,
Turn-key \$16,900

Vintage Speedster, Dept. KC09, 12112
Centralia, Hawaiian Gardens, CA 90716,
310/402-4334

MISCELLANEA



ROADHAWK

Length: 156 in
Width: 36 in
Height: 41 in
Drivetrain: motorcycle or electric
Chassis: steel or aluminum with epoxy body
Suspension: Gyro-stabilized motorcycle

Roadhawk, Inc., Dept. KC09, P.O.
Box 22617, Milwaukie, OR 97269,
503/650-3888



WARP FIVE STARSHIP

Length: 200 in
Width: 77 in
Height: 55 in
Wheelbase: 132 in
Weight: 975 lbs
Drivetrain: motorcycle
Chassis: ladder-type; spaceframe
Suspension: donor cycle
Base Price: Rolling Chassis \$8995, Turn-key
\$13,995

Warp Five Engineering, Dept. KC09,
1500 N.E. Roanoke Dr., Blue Springs, MO
64014, 816/228-2960

HOT PARTS

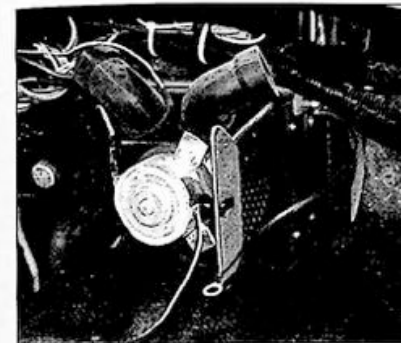


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TOP 100 KITS

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sories, trim, brightwork, fuel systems,
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Brooklands Inc., Dept. KC09, 503
Corporate Sq., 1500 N.W. 62nd St., Ft.
Lauderdale, FL 33309, 305/776-2748.

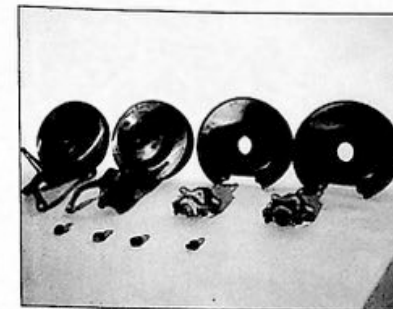


HEAT'S ON

Need a heater to fit under the dash of
your kit? This self-contained, compact
unit measures only 9 1/2 inches long, 7
inches wide and 6 inches deep, small
enough for almost all kits and street
rods. It uses either recirculated air or an
optional fresh-air port, and defroster
vents are available, too, in chrome or alu-
minum. The base price is \$215.45, and
a two-speed fan switch is required. Also,
for Classic Roadsters, Ltd. Cobra own-
ers—if you're having trouble obtaining
nudge bars or sidepipes, KSA stocks a
number of these and other components
that can help you complete your kit.
Ken's Specialty Auto, Dept. KC09, RR
#1, Box 136Q, Windfall Rd., Utica, NY
13502, 315/793-0639.

COBRA AIR CLEANERS

In addition to its fine line of Smiths gauges, Nisonger now has reproduc-
tion Stellings and Hellings
8 1/2-inch foam-element air
cleaners. Priced at \$69.95,
these concourse quality
units were fitted as origi-
nal equipment on all 427
Cobras and other high-
performance cars from the
'50s to the '70s. Nisonger
Instrument Sales and
Service, Dept. KC09,
570 Mamaroneck Ave.,
Mamaroneck, NY 10543,
914/381-1952.



BUG STUFF

For all you owners of VW Beetle-based
kits, it's good to have a one-stop shop-
ping source for upgrades and stock
replacement items. Look no further than
Vee Dub Parts Unlimited, which offers an
extensive line of parts in a 250-page cat-
alog. Try a set of spiffy chrome VW
wheels with logo caps, coupled to a
front-disc-brake kit and sway bars. Vee
Dub also offers VDO, Neal Products and
other goodies too numerous to list here.
Vee Dub Parts Unlimited, Dept. KC09,
17404 Beach Blvd., Huntington Beach,
CA 92647, 714/848-8868.

WE HAVE IGNITION

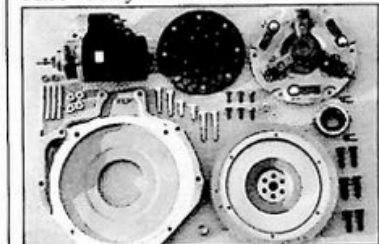
High-performance kit cars may benefit
from MSD Ignition's billet-aluminum HEI
distributor that features an inductive igni-
tion built into its
base. MSD
claims more
horsepower, easi-
er starting and a
much higher rpm
range over stock
and modified
HEIs. For street
use, add a stan-
dard GM vacuum
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The popular kit shown here fits
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V4. Basic Kit includes adapter, fly-
wheel, pilot bearing bolts. Stronger
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chassis. This kit is an easy to
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with unlimited performance
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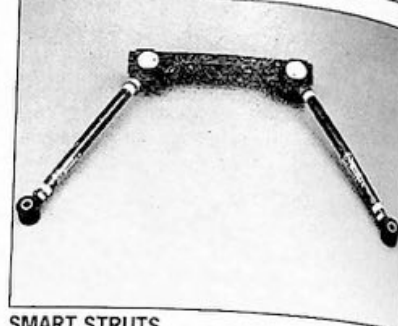
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COBRA REVERSE-READING SPEEDOMETER

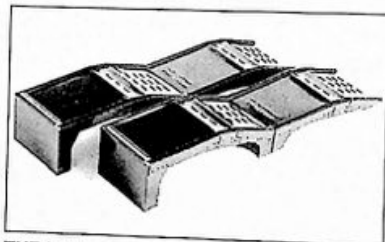
Integrity Coach Werks, Inc., manufacturer of the Integrity 427 Cobra and KVA GT40, is now offering the Stewart Warner 180mph black-faced mechanical gauge that runs counter-clockwise, just like on the original Cobras. The speedo retails for \$129.95, or is available in a set of six for \$349.95. Integrity is also a distributor for Faria and Classic Instrument gauges. Integrity Coach Werks, Dept. KC09, 2802 S.E. Monroe St., Stuart, FL 34997, 800/884-4840.



SMART STRUTS

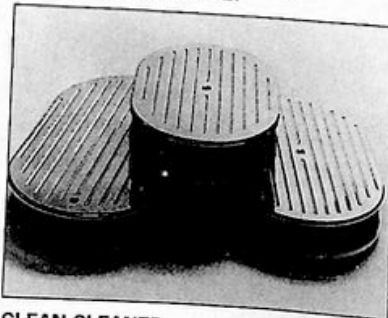
Corvette customs and conversions using '63-'79 models can now reap the benefits of a multilink suspension system with a direct bolt-on strut unit from Vette Brakes and Products. The user can change the pivot point to any degree of camber, which results in improved cornering response, handling and more even tire wear. The set comes with a bracket, adjustable strut rods and either polyurethane bushings or heavy-duty spherical rod-bearing ends. Vette Brakes and Products, Dept. KC09, 7490 30th Ave. N., St. Petersburg, FL 33710, 800/237-9991.

late-model Mustang clutch. Midway Industries, Centerforce Clutch Division, Dept. KC09, P.O. Box 980, Midway City, CA 92655-0980, 714/898-4477.



THE LOW-DOWN

Protech Products' new Proramps allow easier access to the underside of lowered vehicles such as kit cars, street rods and sports cars. The lightweight ramps can hold up to 4 tons and feature two-level construction to prevent lowered cars from slipping. They provide 9 inches of clearance and are available in sets of two. Protech Products, Dept. KC09, 12659 Kodiak Ln., Grass Valley, CA 95949, 800/392-1242.

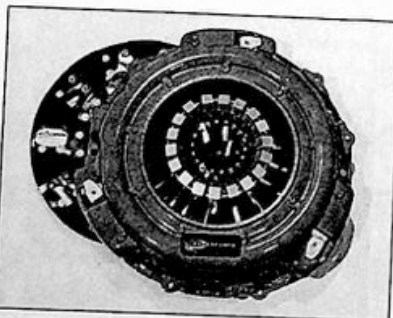


CLEAN CLEANER

If engine dress-ups suit your building style, Speedway Motors offers a billet-aluminum air cleaner with a polished, ball-milled top. Designed for small-block Chevy applications, the cleaners come with a reusable filter and are available in 12-inch single, 15-inch single, and 17½-inch dual oval styles. For a catalog, send \$5 to Speedway Motors, Dept. KC09, P.O. Box 81906, Lincoln, NE 68501-1906, 402/474-4411.

ELIMINATION ROUND

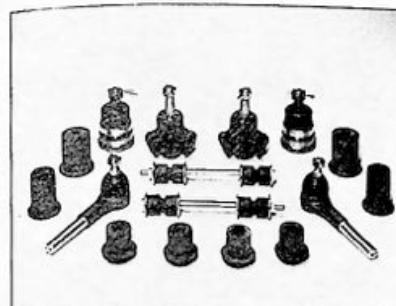
To help make modifying an existing auto body easier, Motor Guard offers the Eliminator, a tool for removing stripes, decals and molding adhesives from body panels with no burning or discoloration. The flexible, heat-absorbing unit attaches to your drill and acts as an eraser to remove unwanted material. Motor Guard, Dept. KC09, 580 Carnegie St., Manteca, CA 95337, 209/239-9191.



CLUTCH PLAYER

Centerforce has just introduced a new clutch designed to improve performance of the '94 5.0-liter Cobra Mustang. According to Centerforce, the new application (PN DFO21057) has more torque-holding capacity than any other 10.5-inch

64 KIT CAR



FRESH FRONT END

If your donor vehicle needs some front end work, Kanter's Auto Products offers rebuild kits that include upper and lower ball joints, outer tie-rod ends, upper and lower inner bushings, stabilizer link sets and strut bushing sets. All bushings are steel and rubber and carry a lifetime limited warranty. For a 72-page catalog, contact Kanter's Auto Products, Dept. KC09, 76 Monroe St., Boonton, NJ 07005, 800/526-1096.



WRENCHING DECISION

When spinning wrenches on a prized kit car, protect the finish of chromed, stainless, anodized or painted nuts and bolts with plastic wrench/socket inserts from Protech Products. The set includes 11 standard and 14 metric sizes in a plastic case. The inserts are designed with a flange to help protect areas surrounding the nut or bolt. Protech Products, Dept. KC09, 12659 Kodiak Ln., Grass Valley, CA 95949, 800/392-1242.

HOLY COW

With its leather-like seat covers, Auto Accessories of America offers a money-saving way to complete a '70-'93 Corvette interior. The synthetic covers resemble the grain, feel and construction of leather seats ("Just as divine as bovine," the company claims) and are available in all of the original colors and styles. They also are said



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Cobra, Daytona Coupe and '36 Ford pickup reproductions. Our track record for producing show-quality and race-ready Cobra replicas is unrivaled. From a mild street machine to a ten-second legal rocket, we will build the very finest dream car for you.

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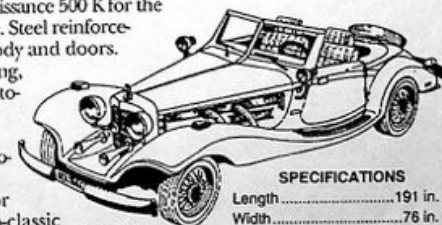
Exotic American Roadster

Heritage Renaissance 500 K

Heritage Industries offers this elegant Renaissance 500 K for the requirements of a world wide market place. Steel reinforcement is used extensively throughout the body and doors. Creature comforts include air conditioning, power everything, cruise control and an automatic transmission. Luxurious leather, antique gauges and deep pile carpet create the look and feel of elegance. The automobile is offered in a fully warranted complete unassembled or sub-assembled kit. For more information on this beautiful neo-classic automobile send for a brochure or catalog offered at \$5.00

HERITAGE CLUB CO-OP MARKETING

Heritage Industries a division of Robert Taylor and Associates, Inc.
One Heritage Place, Frazee, MN 56544
218-334-3500 218-334-3600 Fax



SPECIFICATIONS	
Length.....	191 in.
Width.....	76 in.
Height.....	56 in.
Wheelbase.....	120 in.
Road clearance.....	7 in.
Luggage space.....	13 cu. ft.
Weight.....	3850 lbs.
Drivetrain.....	GM V-8

to cost up to 40-percent less than the real thing. Auto Accessories of America, Dept. KC09, Rt. 322, Box 427, Boalsburg, PA 16827, 800/458-3475.



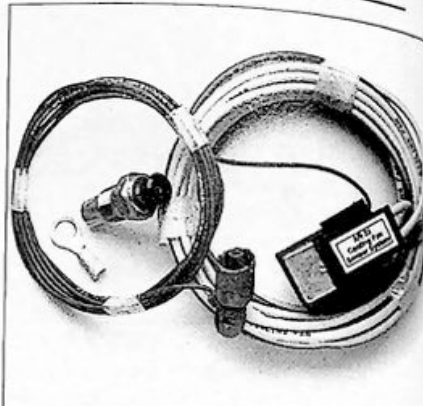
THAT'S A WRAP

Protect those hoses and wiring from under-hood heat with Thermo-Shield wrap from Thermo-Tec. Made of high-silica fiber with a metalized mirror finish and an adhesive back, the product wraps like tape around hoses and wiring and requires no disassembly of the components. Thermo-Tec, Dept. KC09, P.O. Box 946, Berea, OH 44017, 800/274-8437.



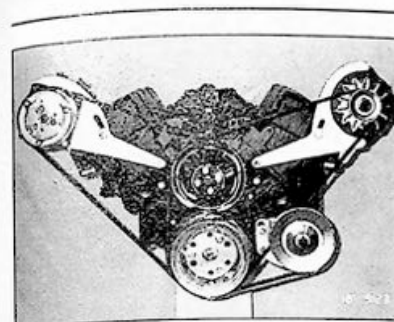
BEAUTY IN THE BAG

For kit cars on the show circuit, California Car Cover Company offers a tote bag filled with almost all the car-care products you'll ever need: Boyd's aluminum and wheel polish, auto shampoo, tire dressing, and wheel cleaner; Blitz carnauba wax; One Grand cleaner; glass cleaner; 12 cotton towels and a California Mini-duster. A separate pocket is large enough for the company's Original California Car Duster. Bags come in gray, burgundy, blue or black nylon. For a catalog, send \$3 to California Car Cover Company, Dept. KC09, 21125 Superior St., Chatsworth, CA 91311, 800/423-5525.



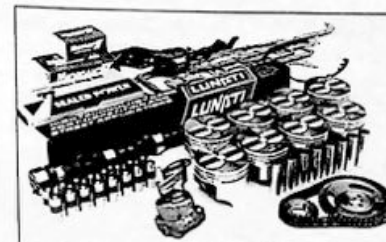
RELAY TEAM

An electric cooling-fan relay system from Ron Francis' Wire Works can make updating a kit car's cooling system easier. The unit provides a circuit breaker and relay protection in one and measures coolant temperature in the water jacket, which provides better accuracy and proper operation of the electric fan. The system is suitable for multiple fans. For more information, contact Ron Francis' Wire Works, Dept. KC09, 167 Keystone Rd., Chester, PA 19013, 800/292-1940 or 610/485-1937.



BOSS BRACKETS

In response to the growing popularity of kits and specialty vehicles from the '50 and '60s, Alan Grove Components has developed a line of low-profile air-conditioning compressor and alternator brackets for small- and big-block Chevy engines. The brackets are designed for any vehicle with low hood clearance and a wide engine compartment. Made of heavy-gauge steel, the brackets come with all hardware and illustrated instructions. For more information, contact Alan Grove Components, Dept. KC09, 27070 Metcalf Rd., Louisburg, KS 66053, 913/837-4368.



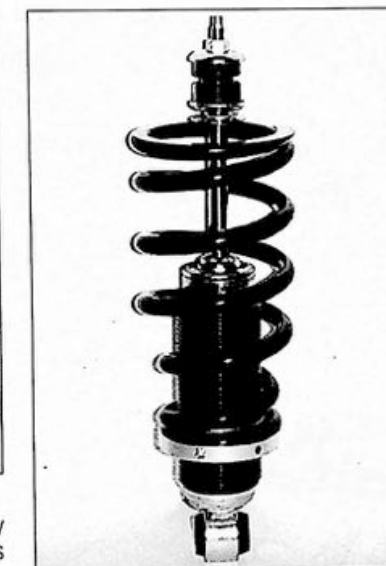
BUDGET 350 REBUILD

For circle-track racers in "claimer" classes and performance enthusiasts wishing to build a powerful, economical engine, Lunati has introduced a budget-priced rebuild kit for the 350ci Chevy engine. The kit is said to produce more than 400 horsepower, depending on cylinder heads and intake system. It consists of a set of pistons with pins, Sealed Power moly rings, Michigan 77 bearings, a Fel-Pro gasket set, a Melling oil pump and a timing-chain set. The Lunati Bracket Master II cam and hydraulic lifters are available in a variety of profiles. Lunati, Dept. KC09, P.O. Box 18021, Memphis, TN 38181-0021, 901/365-0950.



PLASTIC POLISH

To help restore and maintain the clarity of plastic items such as Cobra windings and visors and convertible rear windows, Meguiar's offers Mirror Glaze No. 18 clear-plastic cleaner and polish. The one-step, spray-on product is said to remove surface contamination and minute scratches. More serious damage may require Meguiar's No. 17 — a two-part system that removes fine scratches — or Meguiar's Clear Plastic Defect Removal System for deep scratches and major defects. For more information, contact Meguiar's, 800/347-5700.



MUSTANG II PARTS

Road Tech specializes in performance suspension components for kit cars and race cars, particularly those built on the popular Mustang II suspension. The product line includes a bolt-on coil-over shock absorber, tubular control arms, brake packages and more. The RT-M2027 coil-over features a velocity-sensitive shock and a cone-shaped spring that fits the stock perch. The kit also comes with anodized coil-over hardware and urethane bushings. Road Tech, Dept. KC09, P.O. Box 925, Wylie, TX 75098, 214/442-0187.KC

RELOCATION STATION

Put your oil filter right where you want it with Mr. Gasket's new relocation kits! Available in either single or dual filter styles, these kits make oil changes a breeze while adding a touch of style to your engine compartment.

Great For Engine Swaps. Sometimes, there's just no room when you squeeze that big block where the six-cylinder used to be. Just bolt on our handy adapter, run the lines to our "relocation station" and you've got convenient, full-flow filter performance. And you can mount the filter adapter at any convenient spot in your engine compartment.

Perfect For Increased Oil Capacity and Filtration. If you're not happy with the wimpy filter that came with your engine, you can easily install our kit and switch to a larger one, or even two. Then you've got a high-performance look, high-performance filtration, and you never have to crawl around under your machine to get to the filter.

The adapter kits are made from high-quality ball burnished aluminum castings and are available to fit most popular vehicles. For your "relocation station," see your Mr. Gasket dealer or order our catalog today!



Premium quality components ensure maximum longevity and dependability.

See your local performance outlet or call

1.800.267.4674

Our name means excitement! Available by direct mail. For a catalog, send \$3.00 to: Mr. Gasket Catalog • 8700 Brookpark Road • Cleveland, Ohio 44129-6899 • 216.398.8300

Applications include all popular performance vehicles, including light trucks and imports.

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LOOK FOR THESE FEATURES IN FUTURE ISSUES OF

KIT CAR
THE SPECIALTY CAR MAGAZINE

SPECIAL COLLECTOR'S EDITION:

FUTURE KITS—Shapes of Things to Come



PLUS! KIT CAR HISTORY

EXOTIC REPLICAS—MASERATI, ASTON MARTIN, JAGUAR

COBRA TECH INFO

MORE FIERO REBODIES

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NEW BRIT KITS

HOW-TO ARTICLES ON EXHAUST SYSTEMS, WELDING, SEATBELTS, UPHOLSTERY AND MORE

When Buying a Used Kit Car, You Can Find Some Real Bargains, but How Do You Avoid the Bombshells?

By Tim Williams

Looking for a good price on a kit car? Check this one out: "Unfinished Countach \$3500 OBO." Sound too good to be true? How about this one: "Cobra, Body only. \$450 firm." Here's another: "Porsche 930 Turbo Replica: \$7500." Believe it or not, these are examples taken from actual published ads. Deals like these highlight the potential buying opportunities out there in the used kit car market. Now don't misunderstand—a paper route still won't buy a kit car, and these

examples certainly do not represent the average going prices for the cars described. Also, it should be obvious that an unfinished Countach replica for less than \$4000 probably needs a lot of work, and perhaps more than a few parts are missing. Still, you can save yourself a lot of money buying direct from a kit owner. Why so?

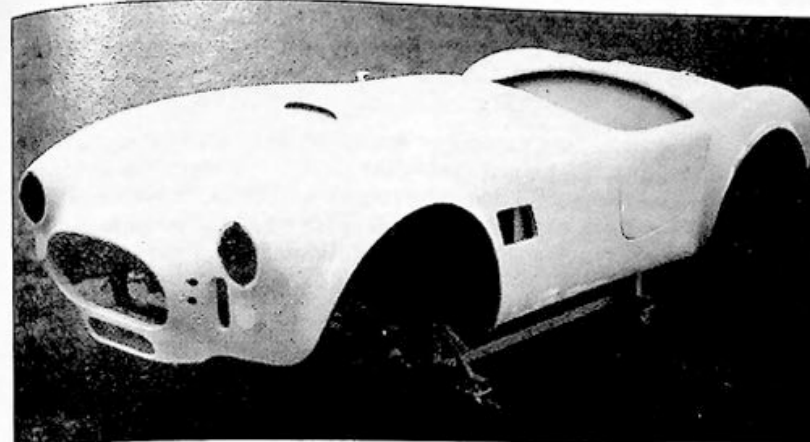
It has been estimated that as many as one-third to one-half of all kit cars sold don't get assembled—at least not by the original purchaser. People sometimes lose their enthusiasm about building a kit car after several long, hot weekends in the garage. Others may suddenly realize that they are not as mechanically inclined as they thought. Whatever the reasons, these motivated sellers can be the ticket to your best deals, but be warned. What you believe to be your dream car may end up as your worst nightmare in a box. What follows are some pointers to help you find that rose among the thorns.

Keep in mind, too, that good buys are not limited to unfinished kits. Completed, ready-to-drive cars can sometimes be found at prices equal

to or even below the original price of just the kit. That's partly because the kit market is not as easily quantified as used production cars—there's no "blue book" value for kits (nevertheless, we did a little digging and came up with a general price guide—see box). You can save a lot of time and work by finding the car you want already assembled. Whether you're looking for a finished car, unfinished kit or something in between, there's no better place to use the expression "buyer beware." So take careful note of these tips, and you just might make the deal of a lifetime.

• DO Compare Prices

How do you measure whether or not something is a bargain? One good rule of thumb on a turn-key car is to compare the asking price with what you estimate your cost would be to build the kit yourself. If you can buy the same or similar car already assembled for that figure or less, consider it a good deal (assuming it is in reasonably good condition and put together well). Think of



If you have a lot of ingenuity, you may want to acquire a kit bit by bit, such as this Cobra body that listed for only \$450.

it as getting your kit assembled for free. Even if it's a little rough around the edges, you can spend your time detailing rather than starting from scratch with a new

price. If it's because there are problems with quality or assembling the kit, the question then becomes whether or not the price is sufficiently low to compensate for these



Especially on the more difficult kits, consider buying a completed car. This Countach replica was listed for \$22,000, but the price later dropped to \$19,000. Although not cheap, the car was finished and needed no work, and appeared to be an exceptional buy.

box of parts. And, make no mistake, even the "easy" kits are rarely all that easy to build.

• DON'T Necessarily Go for the Lowest Price

Sometimes a "distress sale" means you're the one who'll end up feeling distressed. Avoid pitfalls by asking fundamental questions such as: Are any parts missing? Is the manufacturer still in business? Is the quality of the fiberglass acceptable? These may seem like obvious points to consider, but the obvious may be overlooked in the excitement of finding an "incredible deal." If a price sounds too low, assume the worst. Find out why the seller is motivated to ask such a ridiculous

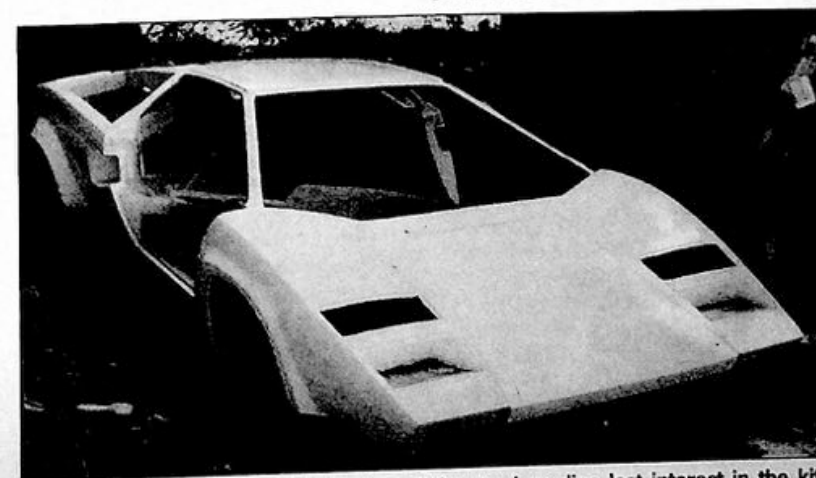
problems. Saving a few hundred dollars initially for a few missing parts won't mean much when you find yourself hiring a machinist at \$100 an hour to fabricate them. Or perhaps the particular donor car isn't as much in demand. For instance, V6-powered Fieros are much more popular than the four-cylinder model, and a Volkswagen Beetle with a swing-axle setup is much less preferred than one with an independent rear end.



Check out the fiberglass carefully—not all plastic is perfect, or even acceptable.

• DON'T Buy Bad Fiberglass

One of the first things you'll want to look at is the quality of the fiberglass. There are good and bad fiberglass bodies, and varying degrees of both. Look out for fiberglass that is rigid and brittle. This happens when too much resin is used during the layup process. Fiberglass should have some flexibility so it won't crack. You should also avoid warped or wavy fiberglass. This usually happens when the body or part is removed from the mold before it's fully cured, or the mold itself is old or of poor quality. Air bubbles or pockets are another way of identify-



The owner of this unfinished Fiero-based Countach replica lost interest in the kit, and initially advertised it for \$7900, but that was later changed to "Bring all offers."

Let's Make A Deal



Let's Make A Deal

ing substandard glasswork. These can ruin a good paint job, largely because they tend to expand when it's hot, causing bumps in the finish. Shine a strong light behind the fiberglass and watch for color changes that may indicate the presence of air pockets. Also, sight along the panels from different angles, checking the alignment and looking for ripples or a cloth pattern (this indicates a "print-through" of the fiberglass). Don't assume you can repair any of these problems with just a little Bondo and sanding. Most of them can not be corrected without a great deal of time and expense, if at all.

DO Note Telltale Signs

Look for indications of wear in areas where they occur the most. For example, worn spots on the brake and clutch pedals may tell you more about the car's mileage than the odometer. Uneven tire wear might indicate larger problems associated with improper frame or suspension alignment. New tires may indicate that the seller didn't want you to see the old ones. A good look under the car is a must, so be sure to bring coveralls and a flashlight. Check clearances. Is the oil pan high enough to avoid speed

bumps? Do the insides of the fenders show signs of tires rubbing? If the nose of the car is low (such as on a Countach replica or street rod), check for signs of chipping or scraping. (We once drove a rebodied Fiero out of a parking lot, and when the front end scraped the ground it split the entire fiberglass nose at the wheelwells). If you're not especially savvy about engines, have a mechanic inspect the spark plugs, crankcase oil, and cooling and exhaust systems. If the car is built on a custom or modified frame, look closely at the weld beads. Are they smooth, with adequate material? Are there any signs of cracks? Keep in mind that the structural integrity you may take for granted on a production car may be questionable on a custom-built car.

DON'T Forget to Ask for Records
Check out any and all documents relating to the kit, such as sales brochures, parts lists and assembly manuals. Also important is a Manufacturer's Statement (or Certificate) of Origin, an essential item should there be no clear title. In addition, if the owner has kept an organized file on all the parts and supplies purchased for the project, as well as maintenance records, that not only helps to assess value, it also says something about the amount of care—or lack of it—spent on the kit.

DON'T Get Horsepower Happy
An overpowered, pumped-up car is like a musclebound steroid user. Both are temperamental and unreliable. The car may get you through



This is definitely a good buy—a turn-key Thunderbird replica, ready to roll for only \$9950.

PRICE GUIDE TO USED KITS

Everything being equal, popularity determines the value of a given kit. By far the most popular kit cars are Cobra replicas; as such, they have the highest resale values. Most would agree that Euro-exotics are second. After those two types, the picture begins to blur a bit. When attempting to place a value on a used kit car, always consider first and foremost its overall condition, stage of completion, quality of construction and parts availability. Kit cars represent a wide variety of products. This chart is not a comprehensive listing, and the information used to compile it is based on past classified listings appearing in Westwood Publishing's *Kit Car Classifieds*. Figures quoted are asking prices for kits that are completed, ready-to-drive automobiles.

COBRA REPLICAS

Small-Block V8	\$16,000 - \$35,000
Big-Block V8	\$20,000 - \$55,000

Notes: Non-Ford engine depresses value; independent rear suspension adds value; low authenticity depresses value; custom paint job preferred over color gelcoat.

VINTAGE VEHICLES

Mercedes 500K/540K (V8)	\$17,500-\$40,000
MGTD (4-cyl.)	\$6000-\$15,000
'37-'39 Jaguar XK120 (V6)	\$12,000-\$19,000
'29 Mercedes SSK (4-/6-cyl.)	\$5000-\$17,000
'55 Thunderbird (V8)	\$12,000-\$19,000
'57 Corvette (V8)	\$14,000-\$20,500
'62 Austin Healey (V8)	\$15,000-\$25,000
'55 Porsche 356 Speedster (VW)	\$10,000-\$18,000

Notes: Low authenticity depresses value; independent suspension adds value; leather interior adds value; automatic transmission/air conditioning adds value; VW-based depresses value, unless on a Porsche Speedster; custom paint job adds value over color gelcoat.

EXOTIC REPLICAS (Countach, Ferrari)

Stock Fiero Rebody	\$12,000-\$25,000
Stock Corvette Rebody	\$15,000-\$35,000
Camaro/Firebird Rebody	\$9000-\$18,000

Modified Fiero Chassis (V8 engine, stretched chassis) \$18,000-\$30,000
Custom Chassis and Drivetrain \$25,000-\$50,000

Notes: Four-cylinder Fieros depress value by as much as 50 percent and are not recommended; earlier-year donors depress value; authentic detailing adds value; custom or leather interior adds value; fuel-injected engines may add value, especially on Corvettes and Camaros; some collectible Corvettes may exceed replica value when left as original; Countach replicas usually add 10 percent to listed values.

ORIGINAL DESIGNS

Bradley GT (VW)	\$800-\$4000
Sterling GT (VW)	\$7500 - \$14,000
Manta/Montage (V8)	\$12,500 - \$20,000
Puma (VW)	\$8000-\$14,000
Avenger/Valkyrie (V6/V8)	\$8000 - \$16,000

Notes: V6 or V8 (where VW is noted) increases value up to 50 percent; newer original designs can not be estimated due to limited marketshare.

IF YOU'RE ABOUT TO BUY A KIT... READ THIS FIRST!

"If you're shopping for a kit car and you want to save money and avoid aggravation... then getting your hands on this big Guide should be your top priority." —Jerry Lisowski, Editor, Pennsylvania Kit Car Club Newsletter

"We're writing to say *Thank You* (times 1,000) for your excellent kit car buyer's guide... take it from both of us, your Guide's logo should be in the shape of a life preserver!" —Henry & Carole Ranke, Chapel Hill, NC

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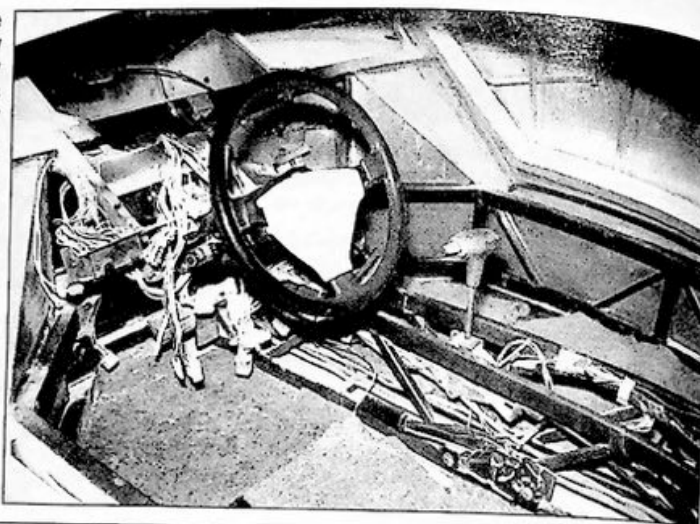
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Let's Make A Deal

the quarter-mile in 12 seconds or less, but it may not get you to work. Cobra replicas in particular show symptoms of excess. Keep in mind that kit cars tend to be much lighter than most cars, and you simply may not be able to use all that extra power—you'll be literally spinning your wheels. Also, a hi-po engine is often not all that "streetable." The idle may be rough, the cooling system insufficient, and the throttle

Make sure you know how many more parts and how much work will be required to get the kit on the road.



TIPS ON SELLING YOUR USED KIT

How about the other side of the coin? The focus of this article has thus far been on buying opportunities, but selling a kit car warrants some special considerations as well. Good preparation and common sense will have a big effect in maximizing your final sale price.

● DON'T Present Your Kit as a Basket Case

Make sure it's clean and enticing to buyers. Nobody wants to clean up someone else's mess. Correct any minor problems before you show the car. If it has problems you would rather not fix (perhaps due to costs), price the car accordingly and be sure to point out these problems to the buyer. If you're caught being dishonest, you will lose the buyer faster than you can say goodbye. Have all paperwork organized and accounted for, including sales literature, assembly manuals, MSO, parts receipts and maintenance records. The purchaser will want to see as much documentation as you can provide.

● DO Be Patient

There are blue-book values for most cars, even classics and collectibles. These at least give buyers and sellers a reference point to consider. There are no blue book values for kit cars. Therefore, prices are generally determined simply by how you present the car and what a buyer is willing to pay for it. If you own a beautiful new show piece and hope to sell it as such, be prepared to wait a while. All you need is one buyer for one car. It will take longer to find a high-end buyer, so try to adapt the attitude that you're not in any particular hurry to sell it. You probably get a lot of enjoyment from the car, so don't feel

pressured to sell it. When you place an ad for the car, think of yourself as going fishing. You may get a bite, or you may not. Sooner or later, patience usually pays off.

● DO Advertise in the Right Places

If you're fishing for tuna, you wouldn't go to a pond. Likewise, if you're fishing for high-end buyers, don't focus your advertising in places that target kit car enthusiasts. Advertise the car in places where expensive and collectible cars are showcased. One strategy might be to place ads in places where the genuine car would likely be advertised. Make points like "the look and feel of the original, with all the dependability and comfort of a modern automobile." Also, try promoting your car at local events or where well-heeled types frequent. On the other hand, don't try to pass off a sow's ear as a silk purse. If it's a cheap-n'-cheerful kit car, price it and describe it as such. Plenty of folks are looking for just this sort of vehicle.

● DON'T Put on a Premium Price Tag Within the Kit Car Market

Kit car enthusiasts are knowledgeable buyers, and are familiar with what's available. They may yawn at a Cobra replica, while novice buyers may be surprised to learn that Shelby has done more than sell chili seasoning. Kit car enthusiasts will undoubtedly have already priced out what a kit similar to yours will cost them. Their motivation to seek you out is the possibility of saving money. To make your kit an attractive buy, you will want to offer an asking price that is below what they expect to pay elsewhere. Check what other similar kit cars are being advertised for, and figure accordingly, taking into account any premium parts or special treatments.



Which of these two cars do you think will attract more potential customers? Presentation makes a big difference.

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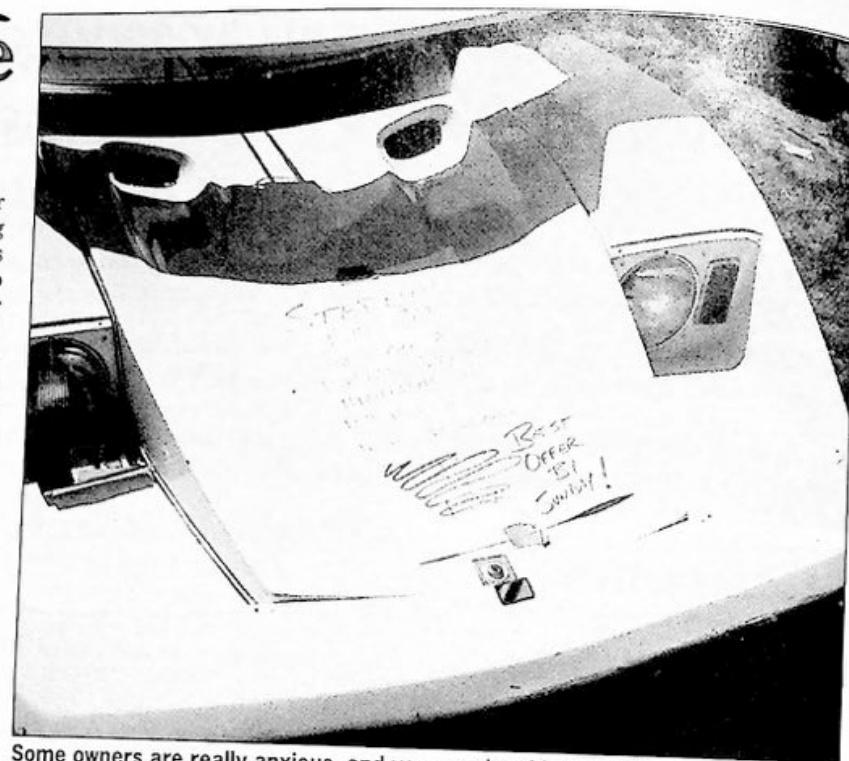
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Let's Make A Deal

response too "binary"—either all or nothing. You could end up spending more time on tinkering and tune-ups than actually driving the car. Keep in mind, too, that a high-horsepower engine requires a better chassis and stronger brakes. More horsepower also means higher insurance rates. Ask yourself how you really plan to use this road rocket before you strap yourself in the cockpit.

• DON'T Rule Out Long-Distance Purchases

Buying a car from out of state is not necessarily a problem. Purchasing the car in person (or at least going to see it before money changes hands) is always the best course, but if that's not possible, ask the seller to send photographs and/or a videotape. (The video will give you a more detailed view.) Also, contact a body shop or mechanic in the town where the car is located (your local library should have Yellow Pages for most cities) and offer to pay them for a general inspection. Make up a list of specific items you want checked out. It may cost you \$100 or so, but getting an opinion from someone who has no vested interest in selling you the car



Some owners are really anxious, and you may be able to strike a great bargain.

is well worth it. Some shops may not be willing to send someone out, but the seller shouldn't have any problem driving the car to a local shop and leaving it for a few hours. Although this is done at your expense, consider it a little extra insurance, and it may save you travel money. You can easily send the shop a check or even pay for it

over the phone with a credit card. If the seller has objections, perhaps he or she has something to hide.

• DO Negotiate

Chances are, the seller has already inflated the asking price from what he or she really expects to get for the car, so always try to negotiate a lower price. Be polite and courteous, but don't be intimidated. As a general rule, make an initial offer of at least 10 percent less than what's being asked. You can always go up, but never down. A good negotiator knows that if the first offer is accepted, it was probably too high. Remember, you are out to get the lowest price the seller will accept, and he's out to get the highest price you are willing to pay.

While there is no doubt that buying a used kit car can save money, the possibility of getting stuck with a bad kit is a real one. You can reduce or even eliminate those risks, though, given the right knowledge. Bargains are out there for the taking, especially on completed kits that saves lots of time and trouble in the garage. Happy hunting! **KC**

Tim Williams is the publisher of *Kit Car Classifieds*, and also offers a video buyers' guide. He's an avid collector of kits and specialty cars, with a lot of experience in kit car transactions. So if you try to sell him a kit car, don't expect to get your best price.

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Photo and classified ads featuring "for sale by owner" listings. Private owners advertise free. Subscribers may also place "wanted" and "parts" ads free of charge. One-year bimonthly subscription costs \$15.

Kit Car Marketeer

Dept. KC09
Box 1337-PP
Santa Clarita, CA 91386
805/261-2223

Classified and photo listings featuring kits for sale. Classified ad rates are \$12.50 per month or \$30 for three months. Photo ads \$25 per month or \$60 for 3

months. One-year monthly subscription costs \$15.

Specialty Car Marketplace

Dept. KC09
Box 205
Sioux Falls, SD 57101
800/334-1886

Advertises many special-interest cars, but is not exclusive to kit cars. Ad rates are \$17.50 for a photo ad.

Hemmings Motor News

Dept. KC09
Box 1108
Bennington, VT 05201
800/227-4373

Advertises special-interest cars of all types, including kit cars. Rates are \$17.50 for a photo ad. A "Kit and Replica Cars" category is listed. Classified ad rate is \$0.60 per word.

Recommended reading:

Secrets of Buying and Building Your Specialty Car Inexpensively, by Corey Rudl, \$19.95.

Money Savers Group, (800/255-1914). Offers many good tips on both buying and selling a kit car. Although the focus is primarily on buying from manufacturers, this book is loaded with tech tips and information on how to build kit cars on a limited budget.

The Complete Guide to Specialty Cars, Curt Scott, \$17.95, Crown Publishing, (805/251-2223). As the name suggests, this book is primarily a buyers' guide to kit cars and manufacturers. However, it supplies loads of other valuable information, such as the kit car shopper's "10 Golden Rules." Now in its eighth edition, this book is a very good desk reference.



CLASSIC MOTOR CARRIAGES



This Shell Valley Cobra Kit is Pure Poison on the Street. But It Won't Bite You to Build It.

Red Venom

By Jim Youngs

Chris Vaughn's very pregnant wife announced, as we got ready for a quick spin to the photo location, that this would be her last ride in her husband's Cobra until after the delivery of their first child. Judging by Lissa's level of involvement in the construction of this Shell Valley replica, her absence from the cockpit should be brief. As Chris is quick to admit, she does a better brake job than he does, and she's very handy with upholstery treatments.

Chris Vaughn's aim was to build a performance roadster himself and to do so with the least investment possible. He wasn't, however, looking for something cheap; he just wanted a

quality ride that wouldn't break the

bank. He is satisfied, after about a year's worth of effort, that his \$20,863 investment was worth every trip to the junkyard, every weekend hour of work and every shuffle of stuff in his overcrowded two-car garage.

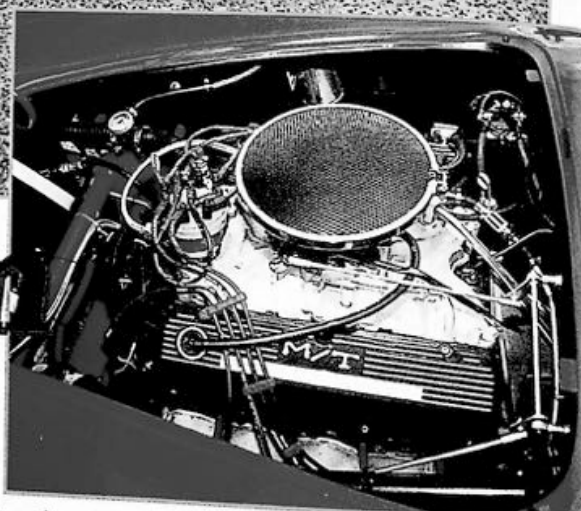
The "RED VENM" vanity-plate project began with a kit from Shell Valley Motors (he paid \$11,800) which included practically everything but the wheels, tires, engine, transmission, carpet and paint.

Vaughn admits that when the 20-odd boxes arrived, plus the body, doors, hood and trunk lid, he was a bit overwhelmed, but undaunted. He simply rethought his timetable and jumped right in without having any prior car-building skills.

Thankfully, he said, "Fiberglass is very forgiving, and I learned fast as each panel was glassed in or each door was hung. It was actually fun." (We're always glad to hear this sort of comment about a particular kit.) Even his neighbors were skeptical, but quickly changed their comments as the car progressed.

Vaughn solved the space problem in his garage by building a rolling dolly to hold the body above the chassis. As needed, he could roll the body out onto the driveway or in over the chassis. Overall, Vaughn gives Shell Valley high marks for its kit. He particularly mentions the chassis squareness as being right on. It is a 2x4-inch rectangular-tube ladder-style with 2x2-inch side and tail tubes and six crossmembers. About the only glitch he encountered was the slightly off motor mounts, which were easily heated and straightened. He found the rear four-link suspension setup to be a simple install, thanks to well-engineered fitment. The kit's brake lines were also done

PHOTOGRAPHY: JIM YOUNGS

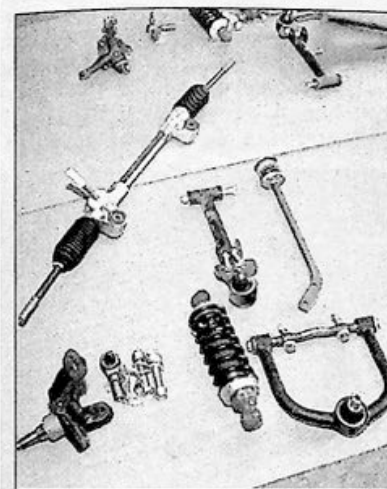


COBRA SUSPENSION PARTS ON PARADE A Quick Drill on Front-to-Rear Bolt-Up

To verify Vaughn's description of the ease of the buildup, we visited the Shell Valley Motors plant to follow the installation of both the front and rear suspension systems of its Cobra replica kit. Like many

manufacturers, Shell Valley offers several configurations of Cobra setups in several varying stages of completion. What you will see here is the company's basic four-link, live-axle rear setup and an independent front suspension using tubular control arms based on Mustang II specifications. Shell Valley uses coil-over shocks at both ends of the chassis, disc brakes in front and drum brakes on a 9-inch Ford at the rear. Shell Valley also offers a disc-brake setup for the rear.

FRONT AND CENTER



1 Components of the Shell Valley front suspension setup include tubular control arms, coil-over shocks, spindles, strut rods and a steering rack, plus the appropriate hardware to assemble the system.



2 The first step in assembling the Shell Valley front suspension is to attach the lower control arm to the chassis bracket with the supplied bolts, washers and nylox nuts.



3 Next, the upper A-arm is bolted to the brackets that are welded to the chassis with the supplied hardware. Shell Valley suggests using fender washers between the bracket and the cross-shafts to adjust toe-in. You can use more or fewer washers to make the adjustments. ➔

well, and required only minor adjustments.

For power, Vaughn found a '68 Ford 460ci junkyard V8 that he and friend Dennis Sweeney rebuilt for roadster service. The block maintained the stock bore and stroke but received a Crower cam, hydraulic lifters, Edelbrock Performer intake manifold and large-valve marine heads that were ported and polished. Manley stainless-steel valves and hardened stellite seats (for unleaded gas) were also added, along with forged TRW pistons, a Magnafluxed crank to develop a 9.5:1 compression ratio and 475 horses. The engine is backed up by a C-6 tranny with a two-way valve body and performance kit and a custom torque converter.

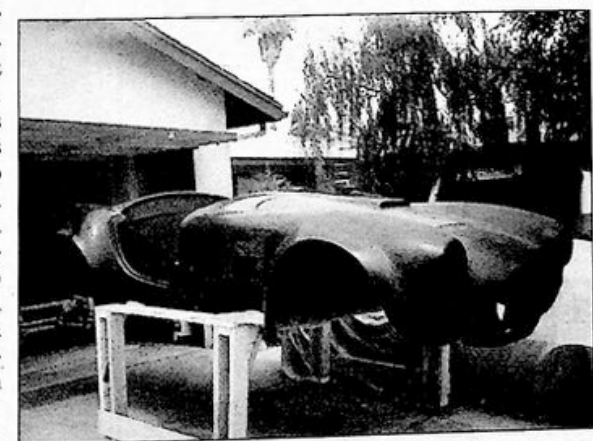
Chris and Dennis struggled to make the supplied headers work with the 460 package, but ended up dis-

carding them in favor of a set of custom Marc Weiss tubes which Vaughn considers an extra \$500 well spent. Since Southern California is where the Shell Valley car will spend its days, some experimenting with carburetors was required to get the car emissions-certified. Finally, a new-

line Holley 780 C.A.R.B. (California Air Resources Board) emissions-legal fuel feeder was bolted on and the car certified. Vaughn also had to track down an original '68 460 air cleaner to satisfy the inspectors.

Although the Shell Valley kit is fairly complete, any project done properly will require some modifications and refinements to suit the owner. Vaughn recalls with a shiver the countless trips to the junkyard and local auto parts stores for a multitude of components and parts to satisfy his needs and make the car right. He upgraded a lot of the brackets with aluminum fabricated in his garage shop. He also saw a need to add some front-end body mounts to tie the nose of the Cobra to the frame. That called for some custom-fabricated steel straps and bushings.

Other critical components on Vaughn's Cobra, other than



Like a lot of kit builders, Chris was short on space in his garage, so he built a wooden dolly to hold the body above the chassis.



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Like the originals, our seats have a diaphragm stretched by a steel-tube frame, then a foam cushion and leather upholstery. The original doors have a steel-tube frame supporting an outer skin: so do ours. We use authentic latches and hinges too. We powder-coat all our chassis components. All our cars come with pin drive hubs.



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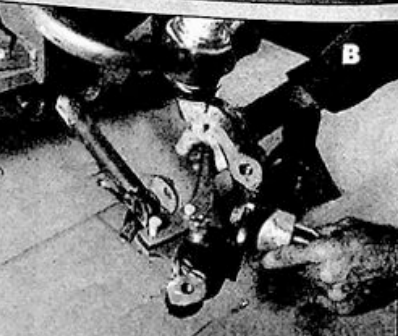
what was supplied by Shell Valley, included a VW bus steering column and dimmer switch, Ford 9-inch rear with 4.11 gears and Trackside Racing big-block coil-over springs. Vaughn chose 235/60-15 front tires and 295/50-15 rears all mounted on Shelby Design rims.

The fiberglass components arrived with a sandable primer finish. After some prep work, Vaughn shot four coats of base and three coats of clear in his garage. He chose PPG Fast Red basecoat and PPG NCT clearcoat, ideal for a home spray sit-

FRONT AND CENTER (cont.)



4 Next, the Mustang II spindles are attached to the upper and lower ball joints and left loosely attached until final adjustments are made.



5 The strut rod comes next, attached first to the chassis bracket (A) and then to the lower control arm (B).



6 Position the coil-over shock between the A-arm and lower arm bracket (A). First, bolt the upper shock mount to the chassis bracket (B), using the supplied bolts, washers and nylox nuts. Then bolt the lower shock mount (C) to the lower control-arm bracket.



7 This is how the final front-suspension assembly should look. Continue on to see how to add the steering rack to the chassis.

uation, since they are nontoxic and easy to apply.

The car's interior treatment was also a team effort, and his wife helped out here, using black Naugahyde vinyls and carpeting that were stitched and edge-bound at home. Adding a distinctive and personal touch is the wooden dash, sawn from South American padouk wood and fitted with chrome-bezel VDO instruments.

To say that Chris Vaughn is pleased with the outcome of his garage project is an understatement. He should be, since the result is a handsome and solid Cobra replica deserving of high praise and respect. Now, the only thing left is to figure out how to install a car seat for their new baby girl, Lauryn.

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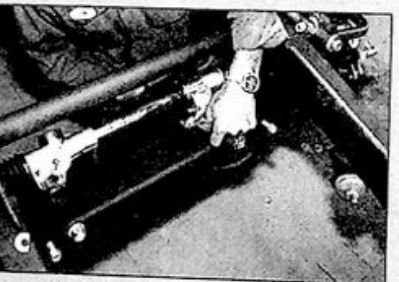
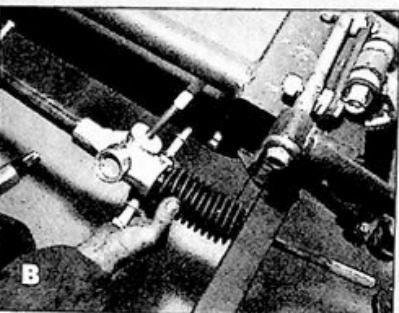
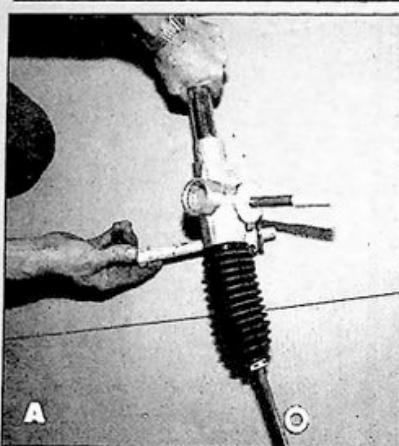
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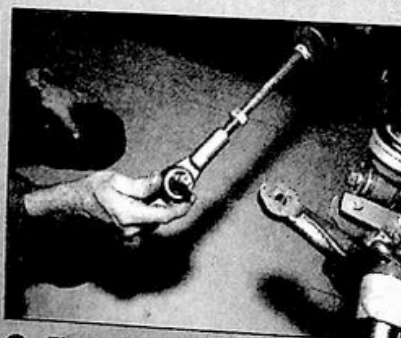
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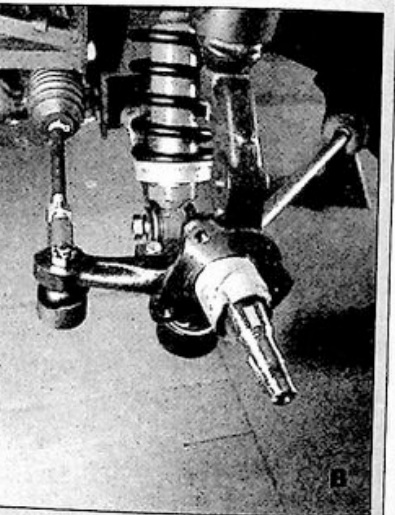
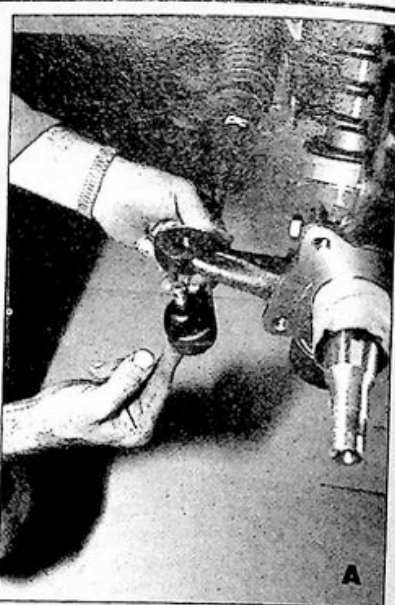
FRONT AND CENTER (cont.)



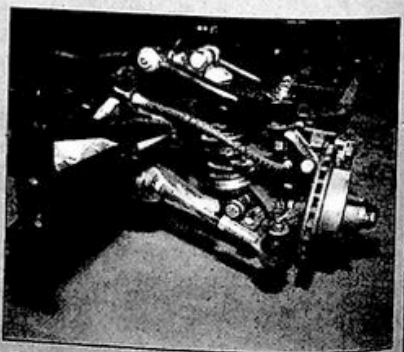
8 Slide the bolts through the Mustang II steering-rack mounting holes (A), position the whole assembly at the front of the chassis and line them up with the corresponding bolt holes (B). Secure with washers and nylox nuts (C).



9 Thread the tie-rod ends onto the steering arm.

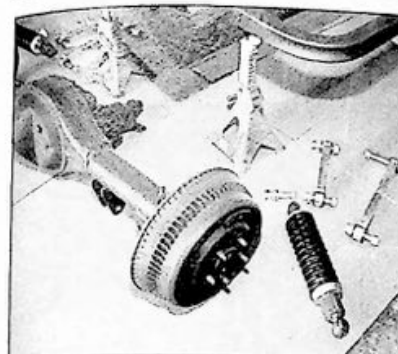


10 Secure the tie rod, with the dust cap in place (A), to the spindle (B).



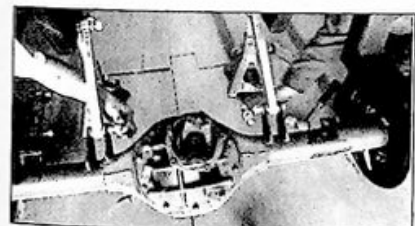
11 This is the completed steering assembly with the disc brake in place.

TO THE REAR MARCH



12 Components for the Shell Valley live-axle rear include two pairs of solid aluminum bars fitted with urethane bushings and a pair of coil-over shocks. When the bars are attached to the narrowed Ford 9-inch axle and chassis, they form a triangulated four-bar setup.

13 The first step in assembling the rear axle is to loosely attach the longer of the two bars to the bottom of the chassis using the supplied bolts, washers and nylox nuts. Shell Valley predrills the chassis and attaches the proper brackets for easier assembly of the rear suspension.



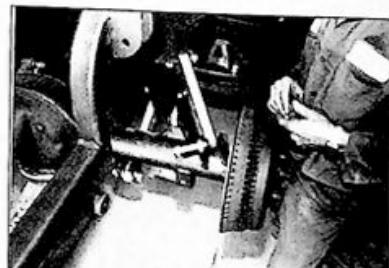
14 With the axle assembly lying under the chassis, the lower bars are then loosely attached to the axle brackets.



15 Using a floor jack under the differential, the axle can be raised up to a relative position on the chassis while the shorter bars are attached to the chassis brackets. Don't forget to keep the bolt head to the outside so that if an adjustment needs to be made later, the bolt can be removed.

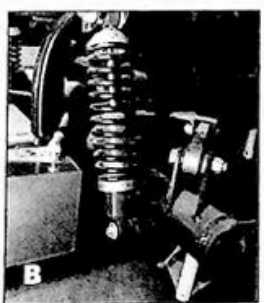


16 With the shorter bars attached to the chassis, the axle needs to be positioned to allow the bars to be bolted to the upper axle brackets.



17 Next, bolt the upper link bars to the axle brackets, but again remember to keep the bolt head forward so if any changes or alterations need to be made in the future, it can be easily removed.

18 The final step in assembling the rear end is to bolt on the coil-over shock using the supplied bolts, washers and nylox nuts. First bolt the upper mount in place (A), and then the lower one (B). KC



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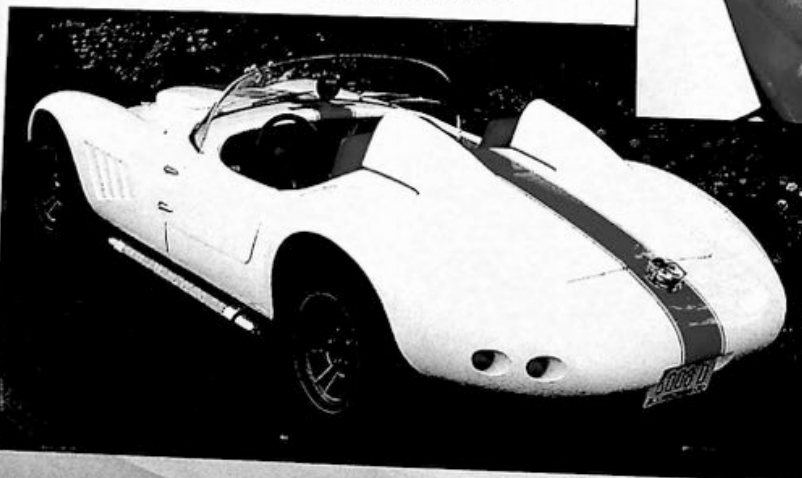
SHARK ATTACK



SSZ Is Hungry to Take a Big Bite Out of the Cobra Market With Its New Corvette Conversion

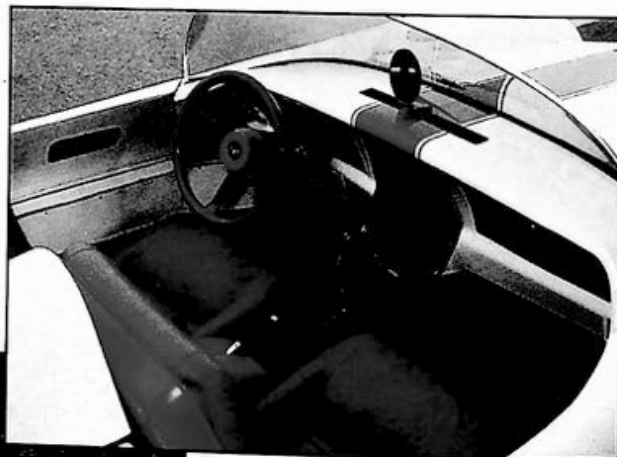
By David Fetherston

Ever had too much of a good thing, like one too many bowls of cookies 'n' cream ice cream? A lot of kit car enthusiasts are beginning to feel that way about the overflow of Cobra replicas. They complain that if they see one more feature on a cloned Cobra, they'll toss their Oreos for sure. Tom Zat of SSZ Motorcars shares those sentiments. As manufacturer of the Alfa-based Stradale (our pick for Best of Show at last year's Carlisle show—see "What A Find!" November '93), he says the only thing replisnakes are good for is stomping into the dust—or maybe chomping into pieces with his new Shark.



Named after the Corvette Mako Shark concept car, the Shark's lines are an interesting mix of the Scarab, Maserati and especially the Devin SS, cars that posed a formidable threat on racetracks in the '50s. So what we have now with the Shark is a retro roadster that captures the best styling cues of the time, but without all the antiquated engineering of that era. Underneath this Shark's skin, the General commands the mechanicals, as in Corvette with

PHOTOGRAPHY: DAVID FETHERSTON



a capital C. Just about any '63-'82 Vette will do as a donor, but the '68-'82 models require no chassis mods, while the earlier ones need some minor frame alterations to make the panels fit. In addition to being reliable and serviceable, an off-the-shelf Corvette chassis presents no emissions or registration problems, and usually sells for less than \$10,000, depending on its condition.

Zat insists that he will ship only complete kits, based on a \$2000 deposit, with the balance due on the day of shipment (the total price is \$7995, with all the hardware included, and freight costs no more than \$450 to all 48 states). How can he make such claims? By keeping things simple—recycling as much of the Corvette donor as possible in the car, and using readily available components for the rest, such as an inverted windshield from '54-'62 Corvettes, Triumph Spitfire hinges and Rover taillights. Again, for simplicity's sake, options are kept to a minimum, and consist of an upholstery kit, head fairings and body stripes. Ten different color choices are available for the gelcoated fiberglass body, and special blends can be ordered.

In many ways, the Shark even improves on the Corvette. It's hard to realize that an '80 L82 Corvette is hidden underneath this roadster, because Zat's redesign has taken a lot of the heaviness out of the original bodywork. Gone are the thick windshield frame, the Coke-bottle curves, chunky tail and bulging nose. In their place are far more rounded, form-fitting panels that tuck in tightly around the chassis. The body is now trim and athletic, instead of swollen and musclebound.

SSZ has been in the fiberglass

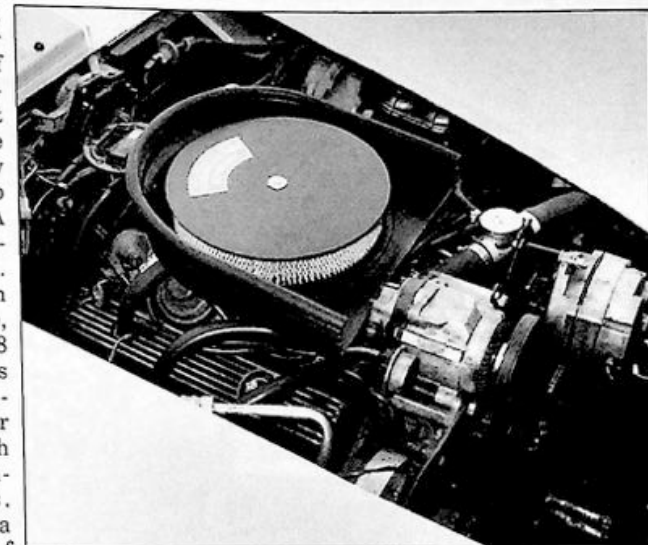
fabrication business for a number of years, manufacturing not only the Stradale body parts, but also IMSA and FIA race car components. Drawing on this expertise, the Shark's 18 body pieces feature gel-coated inner liners with Kevlar reinforcements. The layout is a combination of handlaid and chopper-gun construction to a minimum 1/4-inch thickness.

SSZ claims that the conversion can be accomplished by a novice assembler in 250 hours. This figure includes stripping the body off the donor car (you could probably sell the nose for \$1000 or more, in order to defray expenses). All the chassis-mounting hardware is included, along with new brackets for the air conditioning, gas tank and rear spring. Removing the original 'Vette panels should take only a day, while the bulk of the work, some 150 hours, consists of trimming the subpaneling (SSZ supplies cutting templates and videotape instructions). Front and rear steel subframes must be mounted as attachment points for the new body (with no welding required). Zat estimates another 80 hours are needed to fit the body and install the accessories.

For those who'd rather pay for the buildup than do it themselves, SSZ will install the kit on your Corvette for \$5500, or you can obtain an assembled vehicle for as low as \$17,995.

Upon first inspection of the prototype vehicle shown here, owned by SSZ's western rep Raymond Milo, we were generally impressed with the fit and execution of the bodywork. It's a remarkable testimony to Zat's skills that he has been able to create such a taut wrapping in such short order.

Still, if this were our car, we'd make a few changes, such as upgrading the quality of the seats, and fitting them to the rounded headrests. They are somewhat adjustable for long-legged drivers, but as you



No Blue Oval pieces in sight here—it's all Bow-Tie stuff.

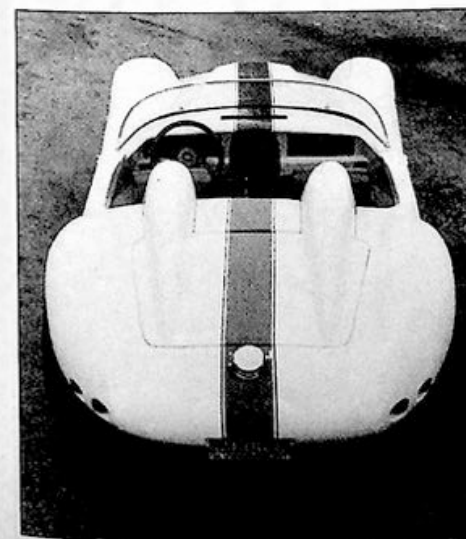
move the seat to the rear, the backrest pivots forward slightly, losing its backward rake. Getting in and out of the cockpit is about as difficult as in a Cobra, but not as bad as a Countach replica. Some of the finish panels in the cockpit are too "kit car-ish" in appearance (well, you really don't want people to know right off, do you?). Engine access appears to be a bit tighter than on the stock donor, but Zat says you can remove the entire front clip if necessary to get at things. The absence of even nerf bars creates a clean look, and for safety's sake the chassis retains the original bumpers, but we'd still worry about dings from shopping carts on the loose in a parking lot.

Overall, we rate the Shark as a good, solid foundation for a project vehicle that could be taken to an even higher level by an enterprising builder. There's certainly no shortage of upgrades available from the Corvette aftermarket companies. That's enough to make a Shark hungry for more. **KC**

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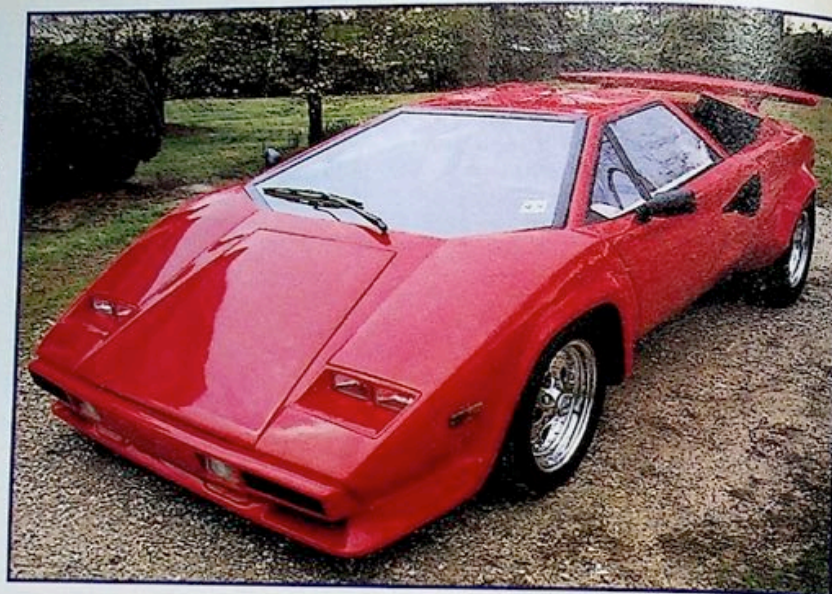
Rounded head fairings are optional.

By Joe Greeves

Like so many kit enthusiasts, J.D. Robbins desired a truly distinctive car. He wanted something unique, stylish and exciting to drive that would also showcase his talents. The answer came to him one night while he was watching an episode of *Miami Vice*. J.D. saw his first Lamborghini Countach (or possibly a facsimile thereof, considering that the show's Ferrari Daytona Spyder was also a fake). One look at the Lambo's rakish, asphalt-space-ship lines, and he was hooked.

J.D. checked out the kit market, but quickly discovered that most of the available Lambo replicas were three to four times the budget he'd established for the project. Fortunately—or perhaps unfortunately, considering what J.D. eventually went through—a friend told him about someone who had pulled molds off an original Countach. Because of design-infringement concerns, he had gone out of the kit car business, but did have one body remaining that was for sale. It was a one-piece outer shell that had the Lambo's basic shape, but very little else. The price was a little high at \$5000, but J.D. bought it anyway. The only item missing was anything even vaguely resembling instructions, but since J.D. was the owner of a body shop and has more than 20 years of experience, he figured that it couldn't be all that difficult.

Acquiring a suitable donor car was



the first step. The wrecking-yard '86 Fiero with a V6, four-speed, air conditioning and a clean interior was a steal at \$450. J.D. pulled it into the middle of his shop, not knowing at the time that it would be 18 months before he'd be driving it out again! His first steps were to cut away the roof, eliminate the fenders, doors, hood and trunk, and prepare to lengthen the unibody the recommended 4 inches. The manufacturer assured him that this extension would guarantee that the Fiero wheels would match the Lambo wheelwells.

A second Fiero floorpan was used to fill the gap just behind the seats

that was left after cutting the chassis. The new piece matched the old sheetmetal perfectly, with even the seat rails lining up. Frame gauges were used throughout, since even an 1/8-inch error at this stage could cause the stretched chassis to track badly. All the mechanisms, like the clutch, brake, shifting cables and A/C lines, took time to reconnect, but most had enough slack to stretch the additional 4 inches. Only the stainless-steel cooling hoses, which run through the rocker panels, needed short extensions to bridge the gap. For the now-topless and flexible unibody, J.D. devised his own ladder-style bracing system that joined the



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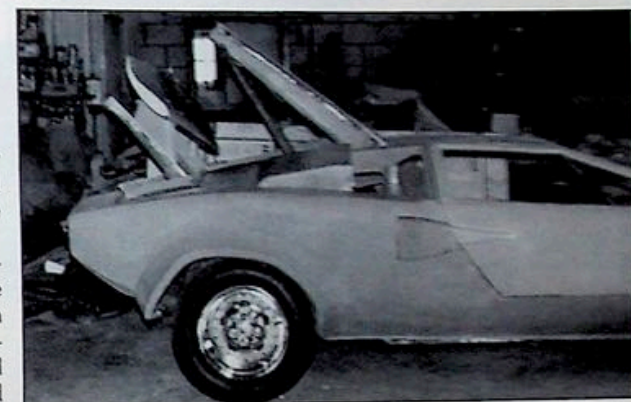
rocker panels to the cowl and rear superstructure. This new steel framework restored rigidity to the chassis.

With the fiberglass body shell suspended on a chain hoist above the stretched Fiero chassis, J.D. began the tedious process of cutting and fitting the body to the frame. He raised and lowered the body what seemed like "at least 100 times" during the mounting process, using a trial-and-error approach that took several weeks. The absence of any instructions, along with some misinformation from the manufacturer (the directions, "weld the rocker panels back on before you fit the body," should have been "...cut them off before you fit the body") prompted J.D. to go forward on his own, preferring to rely on his own talents and instincts.

With all the mating surfaces finally adjusted and the body lowered into place, J.D. installed new 10-inch-wide Cragar GT rear wheels that run 50-Series BFGoodrich radials. One glance showed him that the back wheels were still too far forward. Rather than adding another inch to the floorpan, he reworked the rear A-arms and reconfigured the fiberglass flares until the rear tires were finally centered in the wheel openings. Luckily, the front tires were centered, but the front springs were still about 6 inches too high. After an unsuccessful attempt at heating and compressing the spring, J.D. returned to the salvage yard, purchased a new spring, cut the coils until the ride height was correct and then duplicated the process on the other side.

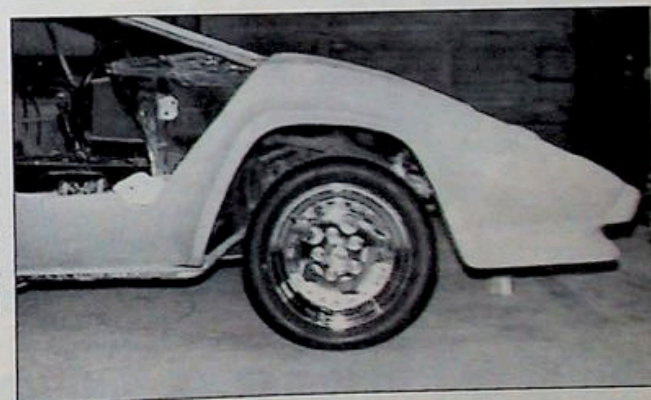
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J.D. and his fiancée Judy Duncan sit inside the fiberglass shell planning the future. Note the chain hoist used to raise and lower the body numerous times over the Fiero frame. The one extra that came with the bare-bones body, an inner cockpit liner designed for a custom chassis, had to be eliminated to install the kit on a Fiero.



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With the lighter body and smaller 50-Series tires, the stock Fiero's front springs were about 6 inches too high. J.D. cut the coils in order to get the desired drop.

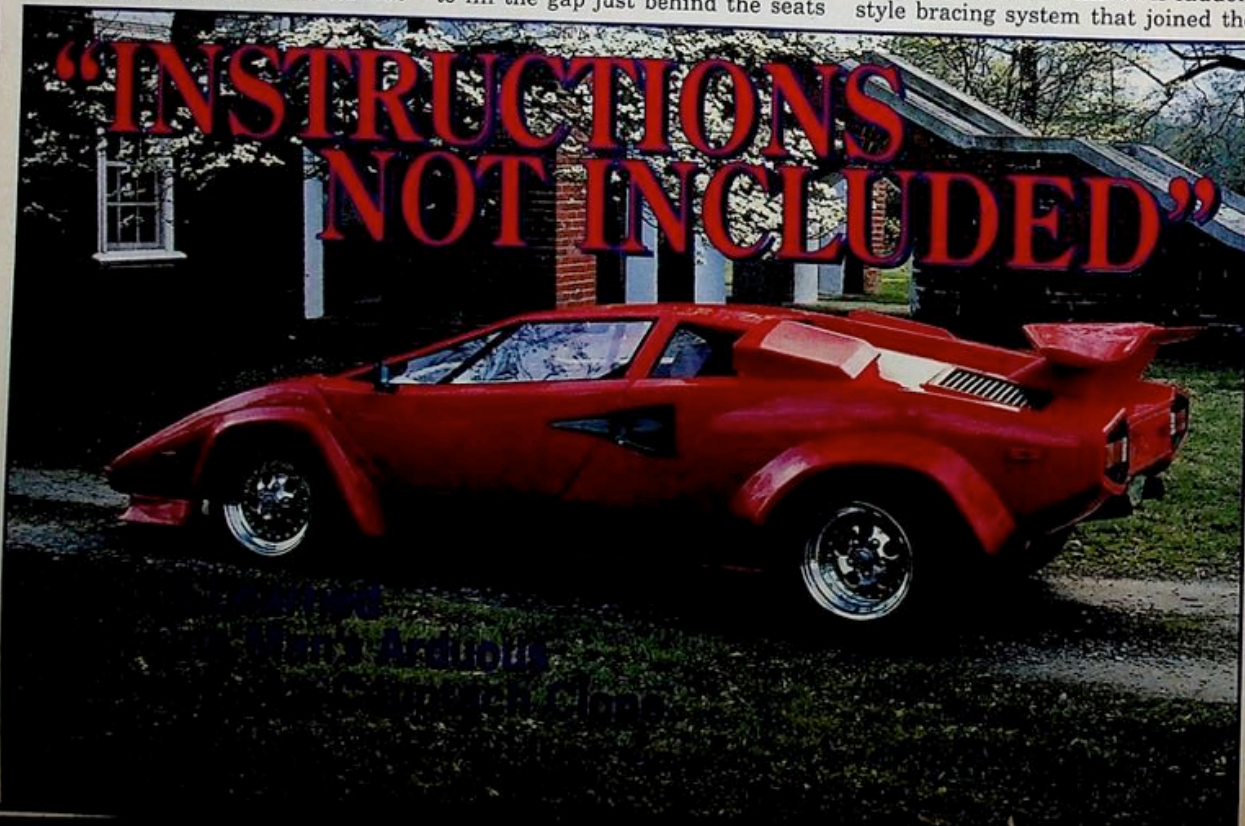


the front and rear to join the new body to the superstructure, while fiberglass and body rivets were used to secure the cockpit section. A full 4x8 sheet of aluminum was consumed in making small custom body panels and sealing any gaps between the chassis and new body.

In every kit project, you come to a point where you dread proceeding. In J.D.'s case, it was the doors. The car's single-hinge, skyrise doors that pivot straight up rather than opening out like conventional doors require rock-solid mounting points. Since there wasn't a shred of information on how to proceed, J.D. fell back on his own talents. He bought several Lamborghini publications

and examined the illustrations with a magnifying glass. He obtained a video of a Lambo and freeze-framed it on his 40-inch TV set to further analyze every aspect of the door mounting point and latch mechanisms. As it turned out, his original design, sketched out and started before he ever saw an original Countach, was as good as anything he found in the tape or the books.

The key element was the Stanley 4-inch-wide fire-door hinge with heavy-duty roller bearings (OK, maybe it doesn't sound real high-tech, but what's important is that it worked). J.D. engineered his own three-point bracing system, tying into the cowl and wheelwell in order to



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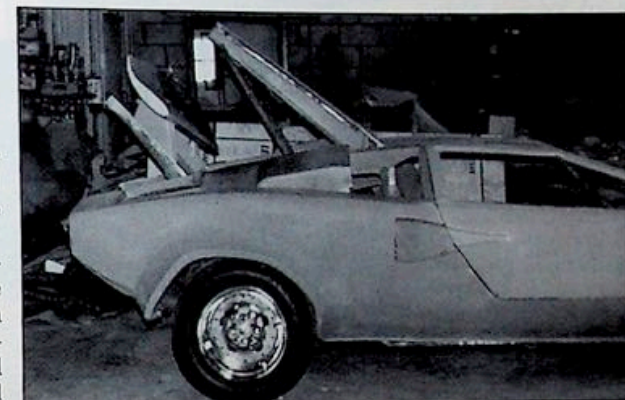
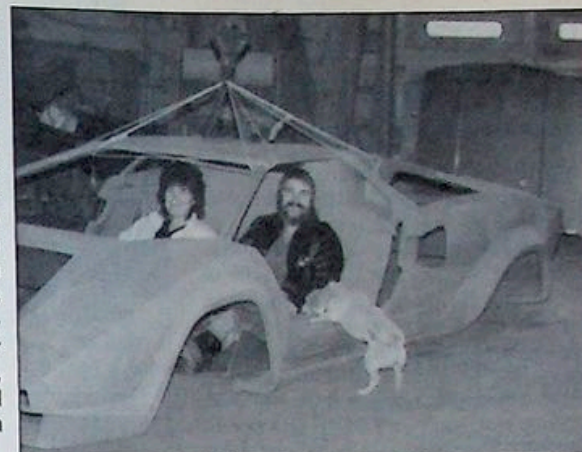
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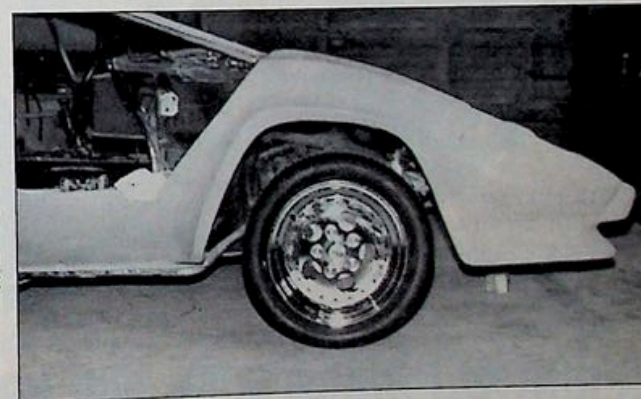
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the front and rear to join the new body to the superstructure, while fiberglass and body rivets were used to secure the cockpit section. A full 4x8 sheet of aluminum was consumed in making small custom body panels and sealing any gaps between the chassis and new body.

In every kit project, you come to a point where you dread proceeding. In J.D.'s case, it was the doors. The car's single-hinge, skyrise doors that pivot straight up rather than opening out like conventional doors require rock-solid mounting points. Since there wasn't a shred of information on how to proceed, J.D. fell back on his own talents. He bought several Lamborghini publications

and examined the illustrations with a magnifying glass. He obtained a video of a Lambo and freeze-framed it on his 40-inch TV set to further analyze every aspect of the door mounting point and latch mechanisms. As it turned out, his original design, sketched out and started before he ever saw an original Countach, was as good as anything he found in the tape or the books.

The key element was the Stanley 4-inch-wide fire-door hinge with heavy-duty roller bearings (OK, maybe it doesn't sound real high-tech, but what's important is that it worked). J.D. engineered his own three-point bracing system, tying into the cowl and wheelwell in order to



"INSTRUCTIONS NOT INCLUDED"

rigidly locate the body side of the hinge. He added a welded steel frame inside the fiberglass doors to strengthen them and create the other mounting surface for the door side of the hinge. By elongating the holes in the hinge, he created the needed adjustment clearances. The stock Fiero latches and a pair of reversed Chevy Spectrum trunk buttons cost almost nothing and keep the doors securely closed, while a pair of 180-pound lifting struts from a Volvo wagon allow the doors to rise at a touch. Using blue line-marking chalk, he adjusted the rubber weather stripping around the doors until he got full contact, assuring a quiet, weathertight seal. All told, working eight hours a day, five days a week, and postponing other business in his shop, J.D. needed six full weeks to get both doors installed and functioning.

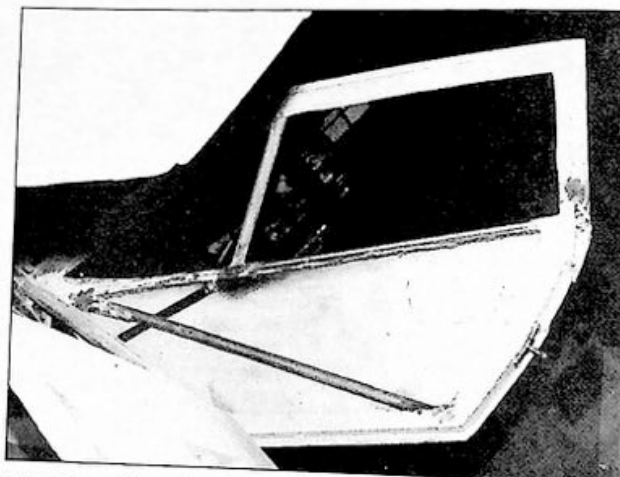
The windshield installation was next, and, flushed with success after completing the doors, J.D. thought this next step would be a simple matter of purchasing a stock Lambo windshield and dropping it in. Unfortunately, he found out that the huge, curved piece of glass cost around \$600 and had to be purchased in lots of six! His sense of humor was wearing thin at this point.

With characteristic resourcefulness, J.D. moved to plan B, changing the shape and taking the arc out of the windshield frame. Then he and friend Wesley Daughtridge created a Plexiglas pattern of the new shape, cut a flat piece of tinted safety glass and completed the installation. J.D. then continued around the car, installing Plexiglas in all the window openings. A single wiper from the hatchback of a wrecked Nissan Sentra wagon finished off the front windshield.

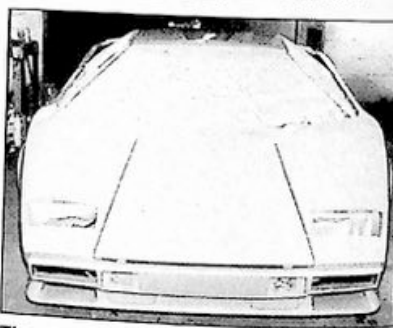
With the milestone of the doors and windows behind him, J.D. found new motivation to finish the job. He had passed the test of fire and now only comparatively minor details were left. The headlights, taillights and turn signals came from what had now become his second home, the local salvage yard. After dozens of measurements, he found that the four-light halogen headlights on the '92 Pontiac Gran Prix were among the slimmest lights ever produced and a perfect size for the Countach 86 KIT CAR



Don't laugh—a Stanley fire-door hinge is the basis for the "skyrise" doors. To ensure rigidity, J.D. devised a carefully braced mounting point for the lifting strut and the hinge. He elongated the holes in the hinge to allow for later adjustments. The finished door opens smoothly and shuts solidly.



The two-piece doors had a small inner flange for reinforcement, but J.D. knew that much more bracing was required. He added a 2-inch flat-steel perimeter frame and a cross-braced tubular frame inside. Steel backing plates were added for the hinge and latch mechanism.



turn-signal bezels. J.D. has always disliked pop-up headlights, so the sleek new Pontiac lights, rigidly mounted, were a better alternative. A set of '71 Ford LTD parking lights were installed in the front bumper cutouts as running lights. The taillights came from a Suzuki Samurai and were mounted on a piece of painted Lexan® cut to fit the Lambo's tail.

The full-width wing not only creates an exotic look, J.D. says, but also actually seems to exert downforce at highway speeds. A pair of airfoil-shaped mounting supports came in four pieces and, you guessed it, had no instructions on how to assemble or mount them. By this time, nothing fazed J.D., and he quickly devised a threaded rod and lock-bolt attachment system that held the wing solidly in place, adjusted to different angles and allowed it to be removed in minutes. He added hinges to the small wing-support platform, and it became the lid for a compact rear trunk that is just large enough to accommodate a pair of lawn chairs for when he and his fiancée, Judy Duncan, take the car to shows.

The completed body was block-sanded and primed twice with epoxy primer. Four coats of Porsche Indian Red were applied, followed by two clearcoats.

The louvered engine hatch cover required trimming and some reconfiguration just to get it to fit. J.D. relied on a large 20x30-inch poster of a Countach and used his magnifying glass to clarify the details. He cut the engine-heat exit louvers individually by hand. A second, stock hood support was added to hold the heavy rear hatch, while a single support was used up front for the small forward-opening hood. This tiny compartment houses the spare tire, auxiliary fan and the stock Fiero radiator, which he repositioned to lie

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nearly flat. In what was now becoming a routine matter, J.D. fabricated all the brackets and latches.

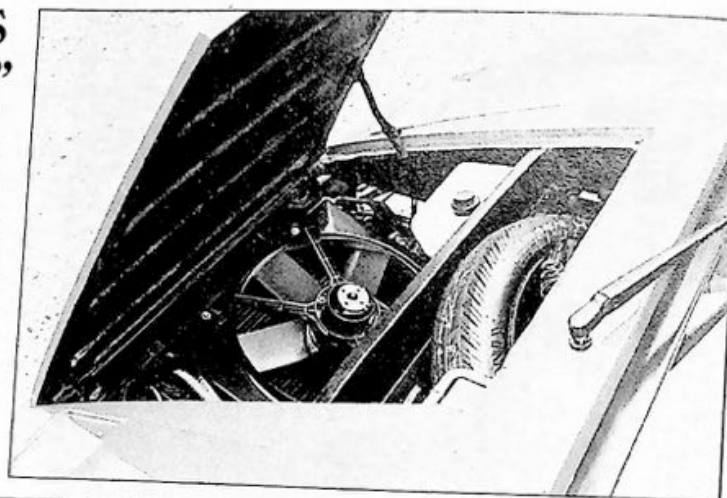
For final finishing, he chose a basecoat of Porsche Indian Red, and you already know who ended up doing all the prepping and painting. The body was carefully block-sanded, epoxy-primed, blocked again and then sprayed with four color coats and two clearcoats. After waiting a few months for the paint to set, he buffed it out to achieve that 10-foot-deep shine. The finish, even under the closest inspection, is flawless.

J.D. has about 5000 miles on the completed car and has won his class in 11 of the 14 shows he entered last year. Now that it's finished, we asked him if he'd ever consider doing it all over again. Without much hesitation, he replied that if someone wanted to commission him to build another one, he was sure he could cut the assembly time by two-thirds, having learned all the lessons the hard way. But then, he said, he thinks about those doors and the hair on the back of his neck starts to rise. He remembers taking tranquilizers for the first time in his life, and decides that no, he probably won't build another one.

Surprisingly, even with the body costing \$5000, J.D. has less than \$8000 invested in the car all told and has turned down offers of three times that much. He also has 18 long months of labor and headaches in the car that also have to be factored into the cost. "But," he says with a smile, "when it's a labor of love, you're more likely to be content with minimum wage!"

Is something like this a project for everyone? Decidedly not. J.D. traded time for cash, using his considerable talents to keep costs down. And even though he's a professional body man, he quit once in the middle of the project and tried to sell the car, just to end the frustration. J.D.'s case is by no means unique in the kit car industry.

88 KIT CAR



The Fiero radiator had to be laid nearly flat to clear the lowered nose panels.



Yeah, it took a lot of sweat and ingenuity to make everything fit, but hey—the car looks and works great.

Buyers often use price as the sole criteria for purchase, and they underestimate the amount and complexity of the work necessary to complete the car. Fortunately, J.D. had the time, talent and specialized equipment to finish the job.

Older and now much wiser, J.D. has this advice to first-time builders: "Buy the most complete car possible, even if money is tight. It's a much better choice than having a car you'll never finish. Then carefully assess your own talents, because you're going to pay someone else for whatever you can't do. Figure this into the total cost of the car. Only then will you know whether you can afford it."

"Also," he says with another smile, "find out about anyone else building a car like yours and consider picking up one that's half-finished. There was

a moment or two there when I know I'd have traded mine for a rusty Pinto!"

As you can imagine, the car causes quite a stir in traffic. People love to drive by for a closer look and take a photo or two. Stops at the local fast food emporium immediately attracted a crowd of fascinated onlookers, who asked the inevitable question, "Is this a kit?" J.D. flashed me a knowing grin and said, "No—kit cars come with instructions!" **KC**

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What does Car & Driver Magazine say about Everett-Morrison's **Cobra[®] REPLICA 427SC**



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"...we have an Everett-Morrison kit designed to accept the current Corvette suspension. Owner Larry Rea of Cedar Park, Texas, built it with his son, Lucas, in ten days."

"Everett-Morrison offers a broader variety of chassis possibilities than any other kit-maker I've found."

"The suspension has the fast, 13:1 power steering and the after-1988 Corvette rear geometry."

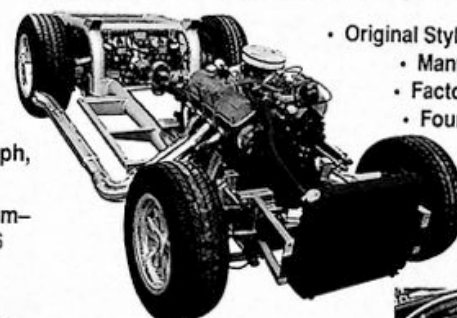
"Braking was exceptionally good at 161 feet from 70 mph, and 1.04g was measured on the skidpad."

"This car holds our record for fastest through the slalom—averaging 71.2 mph (the Nissan 300ZX Turbo did it at 69.6 mph, the old record)." Steering response, though, was quicker than lightning."

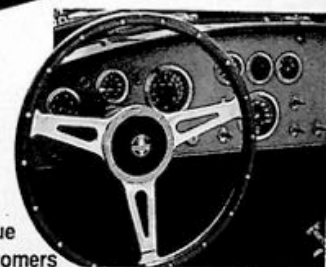
"Everything about the car is skewed in the direction of steering quickness... its light weight, its rear weight bias, its power steering, its short wheelbase, and its low-profile tires on wide wheels. The combination makes a standard Corvette feel as lethargic as a Limousine."

"... the Corvette suspension was more composed than any of the others."

Car and Driver Magazine, December, 1991.



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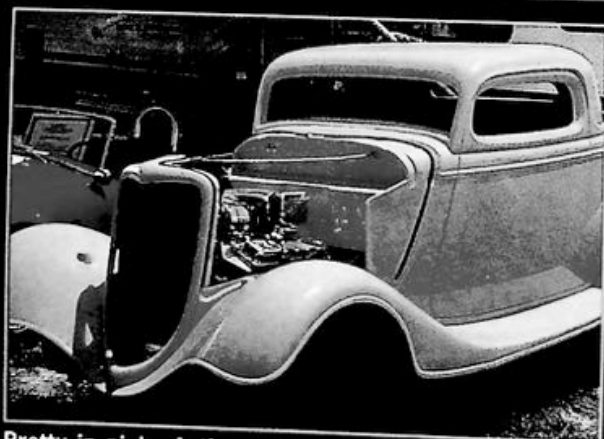
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CAR CRAZY IN CARLISLE



**A Colossal
Collection of
All Kinds of Kits**

If there were an award for automotive ingenuity, it would go to Westfield Components which showed up with more engine choices than you'd ever imagine, from Toyota to Miata to—egads—a Rover V8.



Pretty in pink—Antique and Collectibles now has a '34 Coupe in the works.



Marple Automotive now offers this high-flying Firebird rebody, called the Tojan.

By Jim Youngs

Pennsylvania—birthplace of the United States, home of Hershey's chocolate factory, a major manufacturer of steel, and the state where the first ice cream soda was invented. Of even greater interest to us, though, is another attraction—cars, lots and lots of cars, all gathering together at the Carlisle fairgrounds. Carlisle Productions hosts some of the biggest car events in the country, ranging from Corvettes to street rods to vintage trucks. The one we look forward to the most is, of course, the Import/Kit and Replicar Nationals, held in mid-May. It's the industry's premier gathering of all sorts of specialty cars and parts, where a number of new and notable vehicles are rolled out.

To wit: The new Concept 2000 Fiero-based kit from A to Z Car Emporium (305/321-8585), looking like something from the futuristic movie *Demolition Man*, had folks dropping their jaws in astonishment. Indy Exotics' (317/881-9067) Corvette-based Cheetah growled at the Cobras across the aisle. One Cobra in particular from Unique Motorcars made such a remarkable recovery from an accident at Charlotte (see "Charlotte's Web," March '94), it earned one of *Kit Car's* Outstanding Achievement awards. But it was a superbly detailed Heritage 500K (displayed by this replica's new manufacturer, Heritage Industries, 218/334-3500) that stole the show and our Best of Show award. Antique and Collectibles (800/245-1310) pulled the wraps off its rapidly expanding line of collectible replicas that now includes a new '34 Coupe and '41 Willys (in addition to a 427 Cobra, and a Jaguar

PHOTOGRAPHY: JIM YOUNGS, STEVE TEMPLE, JOE GREEVES



This was just a fraction of the show area, and you can see how many kits were on display.

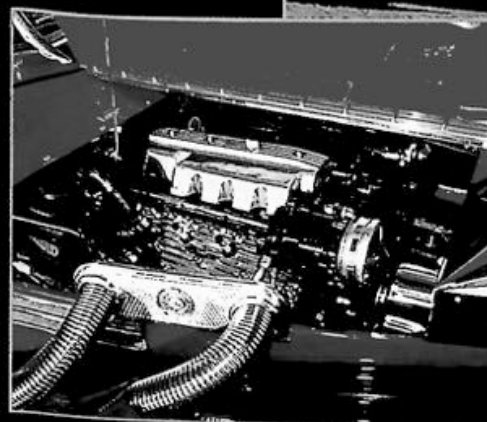


A to Z Car Emporium's new Concept 2000 is not just an idea, but a whole new way of freshening a Fiero.



We liked Lone Star's Mercedes replica so much, we just had to drive it out to a scenic setting.

The "K" in Jack Boehning's Heritage 500K stands for "knockout," because that's what it was, right down to the imitation Mercedes valve covers. We gave it our Best of Show award for its astounding level of craftsmanship.



CAR CRAZY IN CARLISLE

SS 100 and XK 120).

Lambo lookalikes were particularly prevalent, perhaps because Chrysler has sold off its ownership of Lamborghini. SSZ Motorcars (715/449-2141) parked its new Vette-

rebody Shark out front where it lured in unsuspecting folks swimming by. Westfield (203/274-1935) displayed a colorful array of five of its Lotus 7 replicas, with power ranging from a Miata to a Rover V8. Dean and Dante, the bad boys of D&D, made it just in time with their new roadster version of the Corvette Grand Sport. Lone Star (817/431-9608) shone with its '53 Corvette and Mercedes replicas. A Tojan Camaro conversion, now available through

Marple Automotive Group (800/898-0008), fooled a lot of Chevy fans as to its origins. And, as a lovely lady stood virtually motionless in Sport Rod's (203/734-1302) booth, she hardly got a second look, due to the alluring Art Deco styling of the company's new design concept. (Remember—Carlisle crowds are car crazy.)

As evidence of just how certifiably nuts the Carlisle crowds can be, on the flight home we spotted a couple from the show carrying aboard a vin-

tag dashboard from a '37 MG. They engaged the stewardess, a fellow MG owner, in conversation about swap meets and vintage car parts. As she gently wrapped the well-preserved dash in a blanket to stow it in the overhead compartment, the passengers revealed that they visit only two locales each year from their Florida home: Carlisle and Hershey. That's probably because the Carlisle show, in addition to having hundreds of swap-meet vendors offering every-



The local Carlisle High School shop class really jumped—at least most of them did, anyway—over building this Contemporary Cobra, which was given away at the show.



The Lambo-style Starfighter from Time Machine (904/796-6860) is taking off like a rocket.



Classic Motor Carriages' Split Window Fastback Coupe, a phantom version of a '34 Ford Coupe, is beginning to materialize at more events.



Midstates' Cobra replica may look like it's headed off-road, but it's actually a neat way to show off the chassis details.



Specialty Car Interiors not only has some comfy seats, but also exotic dash kits for Fieros.



Indy Exotics' (317/881-9067) Cheetah skin was wrapped nicely over a 'Vette chassis.



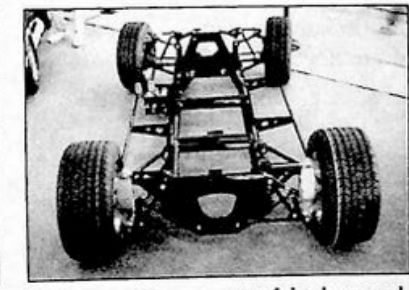
The Stinger rebod from Fiero Plus looked pretty sharp.



Lone Star's '53 Corvette kit brings back an old favorite.



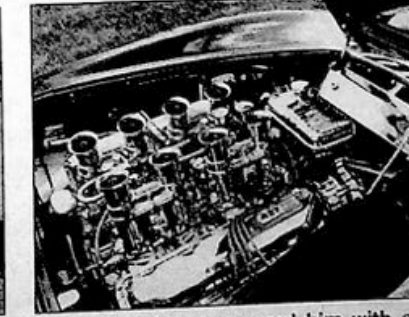
Aptly named, the new Sport Rod, still under development, shows a lot of promise.



ERA now offers a new 4-inch round-tube ladder frame for its 289 and 427 Cobra replicas.



Steve Jaques' ERA Cobra shone so bright, we just had to reward him with a gleaming Outstanding Achievement plaque.



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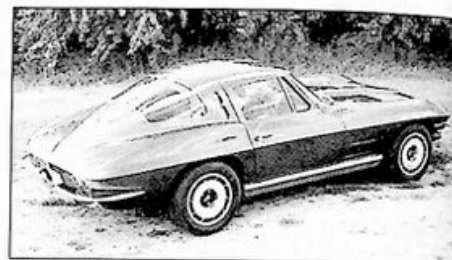
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**CAR CRAZY
IN CARLISLE**

thing from car wax to a '47 Austin, draws acres of imports, too. There's even a big section where home kit builders can display their projects. Also, as a part of the festivities, Carlisle has an organized rally for show participants, a teeter-totter skill event, a drive-in movie, a drag race and a car giveaway—all of which is proof positive that Pennsylvania is the premier place for all kinds of car crazies. **KC**



Country Classics' (218/739-9235) new split-window Corvette kit is a mix of both old and new.



Prova is now getting started again with U.S. distributor Dan Cira (518/356-4278).

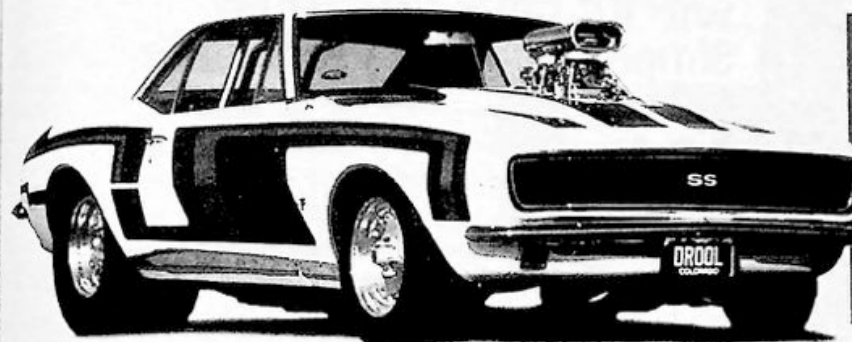


Uh, well...not every car deserves an award.

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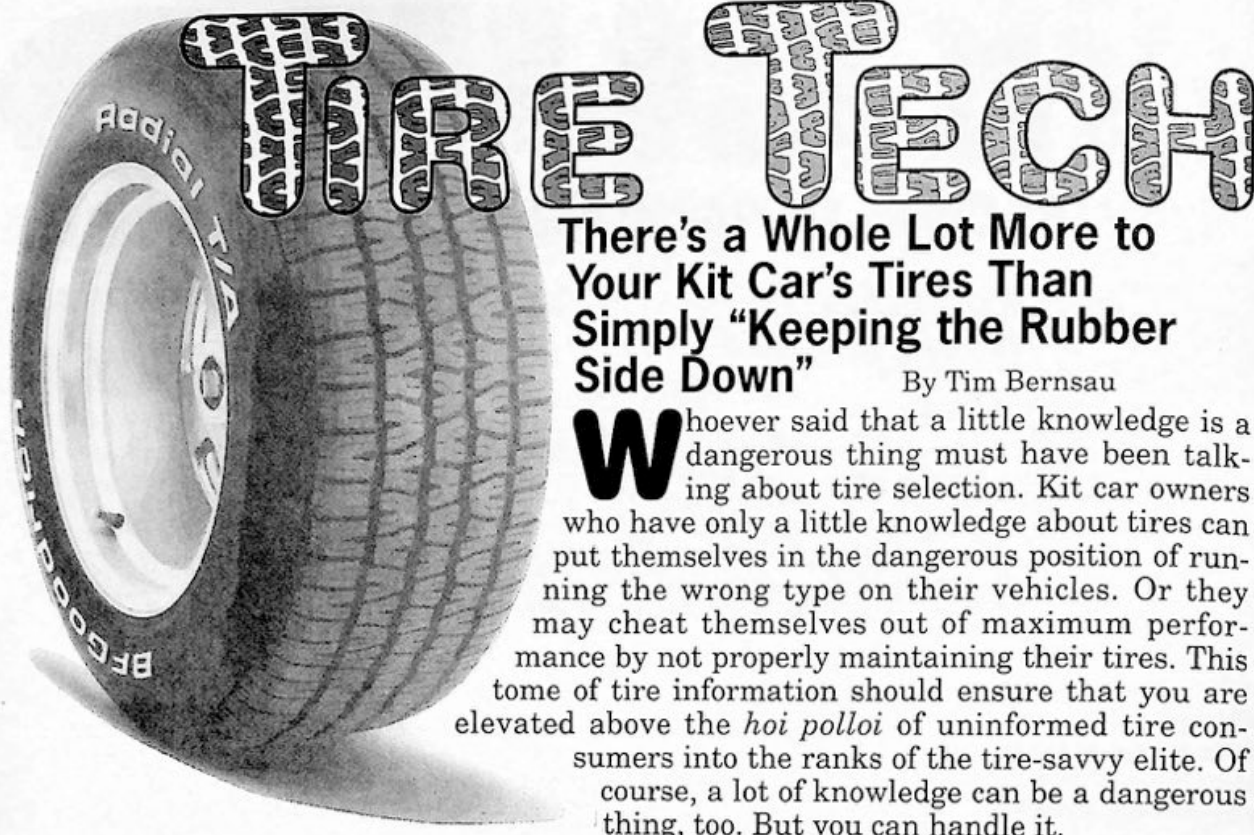
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There's a Whole Lot More to Your Kit Car's Tires Than Simply "Keeping the Rubber Side Down"

By Tim Bernsau

Whoever said that a little knowledge is a dangerous thing must have been talking about tire selection. Kit car owners who have only a little knowledge about tires can put themselves in the dangerous position of running the wrong type on their vehicles. Or they may cheat themselves out of maximum performance by not properly maintaining their tires. This tome of tire information should ensure that you are elevated above the *hoi polloi* of uninformed tire consumers into the ranks of the tire-savvy elite. Of course, a lot of knowledge can be a dangerous thing, too. But you can handle it.

READ THE WRITING ON THE WALL

The best reference source for complete and precise information about your tires is your tires. Those little letters and numbers all over the sidewalls are a veritable encyclopedia, with coded chapters on such topics as size, speed, load capacity, tread wear, traction, temperature resistance, construction, inflation and esoteric Department of Transportation (D.O.T.) information.

Tire Size used to be determined in good old-fashioned inches. Today, it's indicated in an inclusive combination of millimeters, inches and ratios. Your new kit car might be shod with P225/60VR15 performance tires, sized in the contemporary P-Metric system. The application code P indicates a passenger car. The

section width is 225 millimeters. The aspect ratio (sidewall height divided by section width) is 60. The tire's speed rating is V (designed for speeds up to 149 mph). The R indicates that this is a radial tire. Rim diameter is 15 inches.

Determining **Tire Diameter** from the P-Metric tire size is a matter of applying some of that high school arithmetic you thought you'd never use. The equation for tire diameter is:

$$\frac{(\text{Section width} \times \text{aspect ratio})}{2540 \times 2 + \text{rim diameter}} = \text{T.D.}$$

The diameter of a P225/60VR15 tire would be:

$$\frac{(225 \times 60)}{2540 \times 2 + 15} = 25.62 \text{ inches}$$

Note: The figure 2540 is derived by multiplying 25.4 (the number of millimeters in an inch) by 100 (the denominator of the aspect-ratio percentage).

The **Speed Rating** is found on performance tires, and indicates the tire's top maximum speed rating, based on a code established by the Tire Industry Safety Council and Tire and Rim Association.

- P = Maximum speed of 94 mph
- Q = Maximum speed of 100 mph
- R = Maximum speed of 106 mph
- S = Maximum speed of 112 mph
- T = Maximum speed of 118 mph
- U = Maximum speed of 124 mph
- H = Maximum speed of 130 mph
- V = Maximum speed of 149 mph
- Z = Maximum speed over 149 mph

Recommended **Inflation** is indicated on the sidewall in pounds per square inch (psi), and should be maintained. Most cars are running on under-inflated tires. The most accurate pressure reading is taken when the tires are cold (at least two hours since the last drive), since the air inside the tires expands when they get hot. Tire temperature, load



Most modern American tires are sized using the P-Metric system. On this P225/60R15 Comp T/A, "P" signifies a passenger tire, "275" is the section width in millimeters, "60" is the aspect ratio, R indicates radial construction and "15" is the rim diameter in inches.

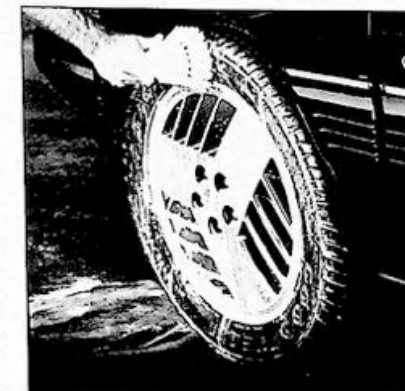
TIRE T.L.C.

How do you think your tires feel when the rest of your kit car is treated to obsessive pampering, while they're neglected? A few years of this, and those tires are going to resent you, and will not perform or last the way they would if they were given some tender loving care. Here are a few tips for keeping your tires happy.

For **cleaning tires**, don't just give them a cursory swipe with the filthy cloth you just used to wash the car. Wash tires thoroughly by spraying them with a solution of diluted degreaser and taking a stiff brush to the sidewalls. Rinse thoroughly to remove all degreaser. Once the tire is degreased, restore its black luster with a tire dressing, applied with a nylon kitchen brush or sponge. Rub out the tire with the clean cloth you've designated for tire use only.

When **storing tires** for a long time, keep them in good shape by following a few basic dos and don'ts. Do stack tires whitewall to whitewall in a clean and dry indoor area, away from temperature extremes. Don't stack tires more than four high, on

asphalt, near electric motors, or in areas that draw heat. If you plan to store your kit car for a long time, remove as much weight from the trunk and interior as possible, or put the car on frame blocks to take the load off the tires. Maintain the proper air pressure in the tires and move the car every few weeks to avoid getting flat areas on the tires. Better yet, remove the tires and put the car on blocks. Before driving on tires that have been stored, clean them



Don't let dirty tires detract from the look of your kit car. Apply a degreaser and then scrub them with a stiff brush, such as this CleanTools Tire Brush, and then use a tire dressing to keep them looking good.

thoroughly, and check for proper inflation. Remove all water from the inside of unmounted tires.



The Department of Transportation has established Uniform Quality Tire Grades for tread wear, traction and temperature resistance, all of which must be displayed on the sidewall.

capacity and sidewall stiffness are all based on the manufacturer's inflation specifications.

The **Load Range** of a tire is the weight in pounds each individual tire can safely bear at its speed rating and proper inflation level. This rating is indicated by a number ranging from 75 (max load of 853 pounds, lowest) to 95 (1521 pounds, medium) to 115 (2679 pounds, highest). Remember that even though kit cars tend to be much lighter than production vehicles, tire load is more than just one-quarter of the car's weight, particularly during cornering, when the outside tires bear most of the load.

Tread Wear is indicated by a number usually ranging from 100 (softest) to 300, proportionally. As tested by the D.O.T., a tire rated at 100 will last 30,000 miles; one rated at 200 will last 60,000. These ratings, as with those for traction and temperature, are determined under

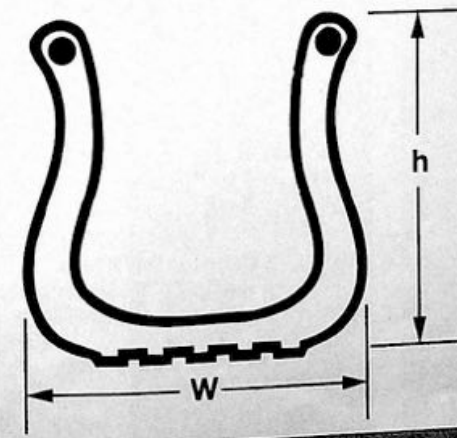
controlled test conditions for comparison purposes, so, as the TV man says, your mileage may differ. Nor does a tread-wear rating actually imply tire quality. Many high-per-

formance soft-compound tires are rated below 100. **Traction** grade, designated by the letters A, B or C, is determined by straight-line deceleration testing on wet pavement. In this case, soft tires with lower tread-wear ratings are more likely to earn an A than harder tires. **Temperature Resistance**, indicated by the letters A, B or C, is the tire's comparative ability to resist heat buildup at highway speeds, with A being the best. All tires manufactured in the United States earn at least a C grade.

Construction Information, including the number of plies and the material used for the tread and sidewalls, is typically indicated. D.O.T. requires that radial, tubeless and tube-type construction be specified. Mud and snow tires will be labeled M/S, M+S or M&S.

The aspect ratio (indicated by the second number in the P-Metric tire size) is determined by dividing the tread height by the section width.

$$\text{ASPECT RATIO} = \frac{h}{w}$$



TIRE TECH

GETTING A LINE ON ALIGNMENT

If your new tires are mounted at a tire shop, alignment is typically thrown in as part of the service. A misaligned front end can wear out a set of new tires quickly, while greatly reducing your kit car's handling, steering, suspension and ride quality. The three areas of consideration in proper alignment are camber, caster and toe.

Camber measures the tilt of the wheels, in degrees, from side to side. Negative camber occurs when the wheels tilt toward each other at the top. Positive camber occurs when the wheels tilt away from each other at the top. Zero camber occurs when the wheels do not tilt one way or the other. Too much negative camber can cause wear on the tire's inside edge, and will wear out ball joints. Excessive positive camber can cause wear on the tire's outside edge, and can cause the car to pull to the left or right.

Caster measures the tilt of the steering axis (or A-arm ball joints), in degrees, from front to back. Viewed from the side, if you draw a straight line from the spindle's upper ball joint through its lower ball joint, that's the caster angle. Negative caster occurs when the steering axis is tilted forward at the top. Positive caster occurs when the steering axis is tilted rearward at the top. Zero caster means that the steering axis is vertical. Positive caster, found in most cars, essentially pulls the front wheels, providing greater high-speed stability and better handling. Negative caster pushes the front wheels, reducing handling quality.

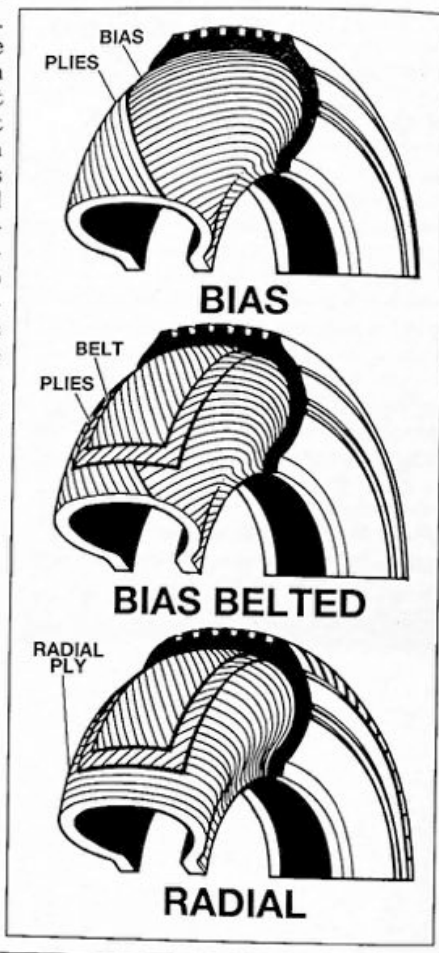
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BIAS TOWARD RADIALS

It's not easy to find a street car running on bias-ply tires any more, even though 20 years ago these tires were the standard. Bias tires were constructed of between two and eight rubber-coated corded fabric plies that ran diagonally up one sidewall across the width of the tread, and down the opposite sidewall. Every alternate ply would run in the opposite diagonal, so that the plies crisscrossed each other for strength. The more plies, the stronger the tire.

Radial tires, which replaced bias tires on most street cars in the late '70s, represent much better tire technology than their predecessors. Like bias tires, radials contain corded plies, but the cords run horizontally across the tread from sidewall to sidewall, perpendicular to the bead. Several stronger steel-belted plies with diagonal cords wrap around the circumference of the tire above the fabric plies, strengthening the tread. This superior design results in a more flexible sidewall and improved handling. Many musclecar restorers and vintage car builders still prefer bias-ply tires for their "correct" appearance, but unless your kit car is primarily a show car, go with radials.

Bias-ply tires (top) use corded plies running diagonally down the sidewall, across the tread, and up the opposite sidewall, making the sidewalls strong but stiff. **Bias-belted tires (center)** use diagonal corded plies combined with belt plies to prevent tire deflection and loss of traction. **Radial tire cords (bottom)** run perpendicular across the bead for more sidewall flexibility. Several belt plies strengthen the tread.



FORMULAS FOR PERFORMANCE

A considerable advantage of maintaining the overall diameter of your tires is the fact that changing it will affect your speedometer and rear-end gearing, as follows. For instance, swapping your tires for larger-diameter ones will cause your speedometer to display slower-than-actual mph. Conversely, small-diameter tires will result in a displayed speed faster than actual mph. If you make either of these changes, this problem can be remedied with a new speedometer gear. The formulas shown here, and others, can be found in Motorbooks International's *High-Performance Wheel & Tire Handbook* by Jim Horner and HP Books' *Auto Math Handbook* by John Lawlor.

The equation for determining **actual speed** from the speedometer-displayed mileage is:

$$\text{Actual speed} = \frac{\text{new tire diameter}}{\text{old tire diameter} \times \text{speedometer reading}}$$

Thus, if you swap your old 225/60R15 tires (25.62-inch diameter) with P255/60R16s (28.05-inch diameter), when the speedometer read 60mph, your actual speed would be 65.4 mph, enough to get you a ticket.

Changing tire diameter obviously can't change the literal gear ratio, but it does change the **effective drive ratio**, according to the following equation:

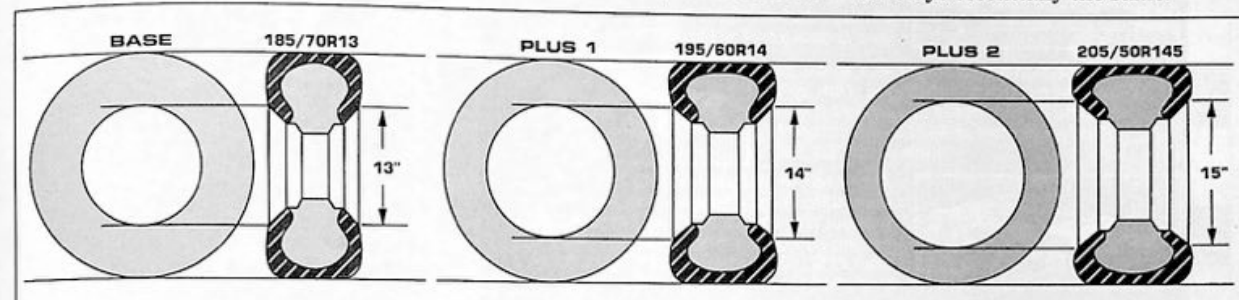
PLUSES OF THE PLUS SYSTEM

Using the Plus System allows you to upgrade to a wider tire while maintaining tire height, so you shouldn't have to worry about it rubbing the fiberglass fender. In this system, as width and rim size increase, and sidewall height decreases, over-

all diameter stays the same.

In **Plus 1** sizing, you increase rim diameter 1 inch and section width by 10mm, and decrease the aspect ratio by 10 points. In **Plus 2** sizing, you increase rim diameter 2 inches and section width 20mm, while decreasing

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In the Plus System, as the rim diameter and section width increase, the aspect ratio decreases proportionally, allowing you to maintain the same overall tire diameter while increasing tread width. The resulting wider footprint provides better steering response, cornering and braking.

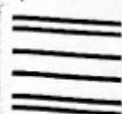
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When measuring the front wheel—that the tires must fit within the wheelwell

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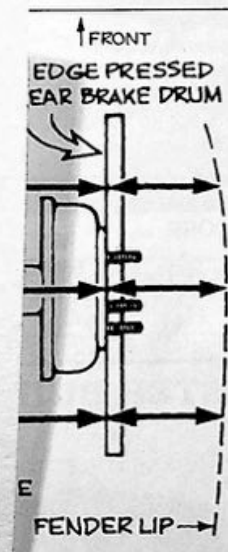
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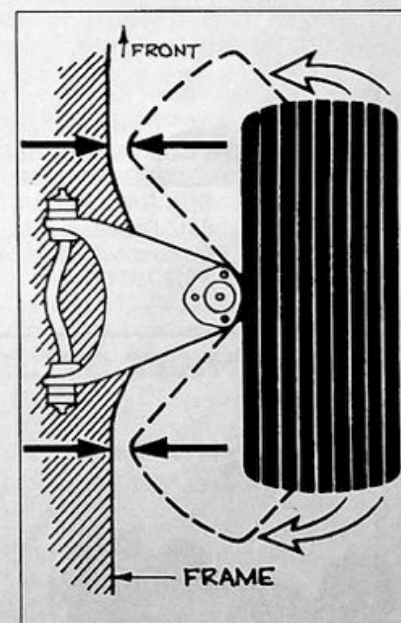
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buy larger tires than the currently running? If so, a headache by measuring the inside of the wheelwell to flange and then to the lip to determine maximum width clearance. Be sure to check the wheelwells.



With the front wheels at full lock, measure the point where the tire comes closest to the inside of the wheelwell to avoid the problem of tire interference during cornering.

TIRE TECH

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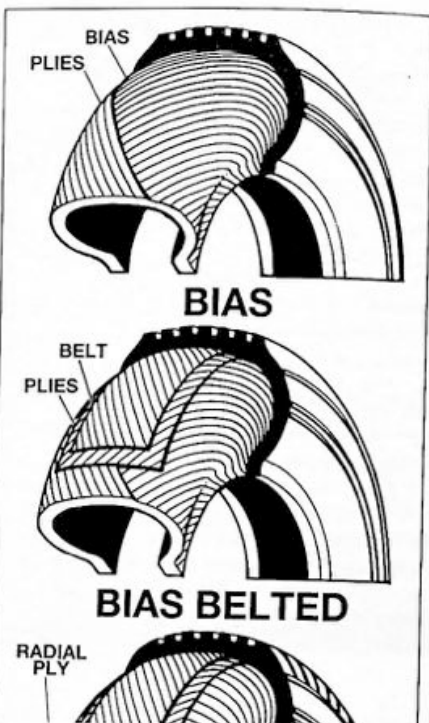
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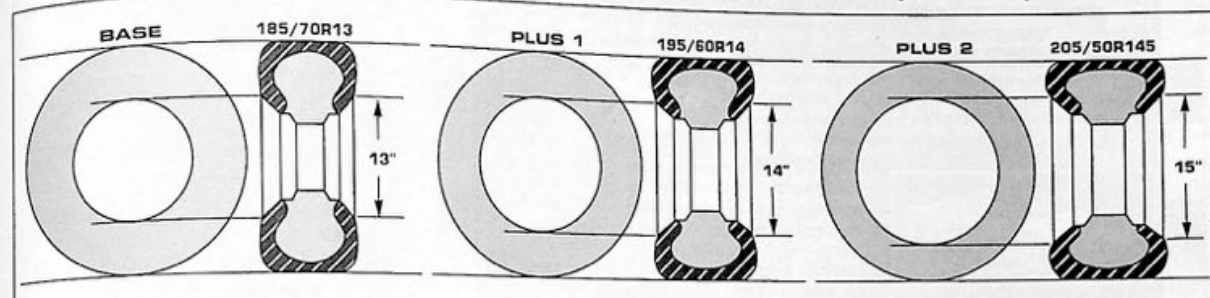
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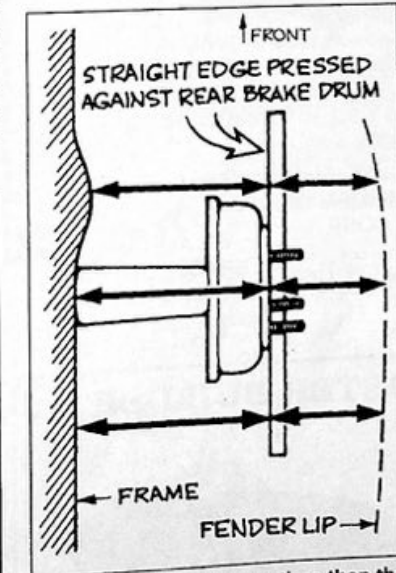
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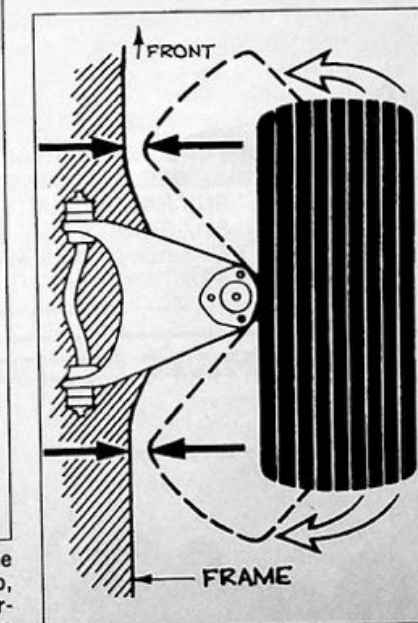
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When measuring the front wheelwells, remember that the tires must be able to turn within the wheelwell

without rubbing. With the wheel at full lock, measure from the inside of the wheelwell to the closest point on the tire. Repeat with the wheel at full lock-in going in the other direction. Have one or two people put their weight on the front fenders while you measure between the fender and the tire. These measurements will give you an approximation of the maximum width and height you will be able to fit.



Do you plan to buy larger tires than the ones you are currently running? If so, save yourself a headache by measuring from the inside of the wheelwell to the mounting flange and then to the outside fender lip to determine maximum section-width clearance. Be sure to allow for bulges in the wheelwells.



With the front wheels at full lock, measure the point where the tire comes closest to the inside of the wheelwell to avoid the problem of tire interference during cornering.

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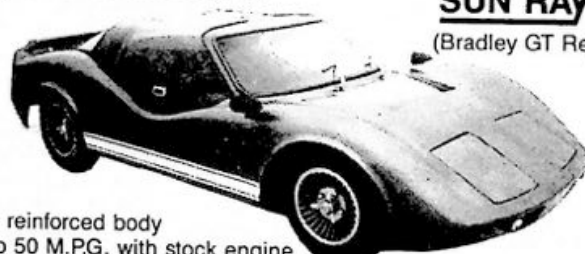
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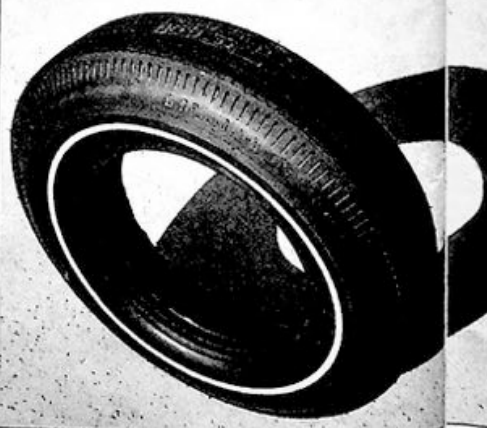
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TIRE TECH

YESTERDAY'S TIRES TODAY

Kit car builders looking for vintage-style tires for their projects no longer have to dig up buried treasure hidden in salvage yards. In the last several years, a handful of tire manufacturers, recognizing a burgeoning restoration market, have dusted off the original molds and started offering reproduction vintage tires. Mickey Thompson offers '60s-era Redlines, and Coker is reproducing both its Wide Trac tires and Firestone Redlines. Such vintage meats as BFGoodrich Silvertown Goldline and Redline tires are offered by Eckler's Corvettes. Vintage F70x14 and F60x15 Goodyears, evocative of the muscular era, are being reproduced by Kelsey Tires. Note, though, that, as we've stated, vintage tires are diminutive and primitive compared to the high-tech rubber being designed today, and regular highway driving is not recommended.



BFG Silvertowns were available on '66-'67 Corvettes and are being reproduced for restorers and replica builders. Can you imagine swapping the P275/40ZR17 meats mounted on a '92 LT1 Corvette for four Silvertowns? Tire technology has come a long way.

TOMORROW'S TIRES TODAY



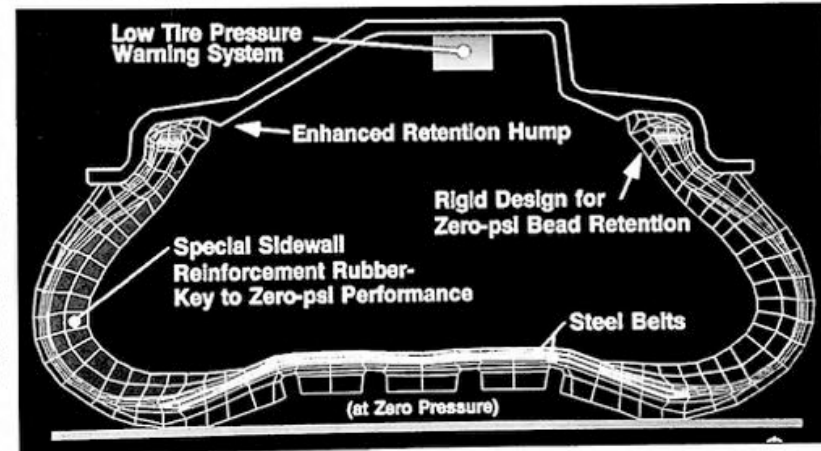
What kind of tires will kit cars be using in the year 2020? Who knows? We may not even need tires 25 years from now. The near future, however, does hold some interesting improvements. BFGoodrich has been able to upgrade its Radial T/A's durability and performance while maintaining the same quality of ride comfort and traction. Developments in rubber composition will reduce many of the compromises in tire design. Michelin is developing a compound that provides high levels of wet traction while maintaining low rolling resistance.

Higher speed ratings are right around the corner. In fact, Mercedes is already using Y- (maximum speed of 168 mph) and W- (maximum speed of 186 mph) rated tires. Z (over 149) is still the highest potential speed rating.

"Run flat" tire technology is also improving. Bridgestone, Goodyear and other manufacturers have 40-series run-flat tires, and Michelin will soon offer a 60-series as original equipment, and eventually as replacement equipment.

Tire engineers and designers are now using computers to develop and evaluate tire designs by creating electronic prototypes. The results are better designs, faster development and, ultimately, better tires. KC

BFGoodrich has just introduced a new and improved version of its immensely popular Radial T/A. This fifth-generation design (shown above left at left next to its predecessor) features a number of enhancements, such as increased sidewall stability, variable groove angles and computerized phasing of the tread. All of the changes have been designed to improve handling and tread life, without sacrifices in either ride comfort or traction. At right is Michelin's Zero Pressure Enhanced Mobility Tire which will soon be available in a 60-series size.



SOURCES

BFGoodrich T/A Tires
 Uniroyal/Goodrich Tire Co.
 Dept. KC09

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 Akron, OH 44397
 216/374-3000

Bridgestone (U.S.A.) Inc.
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Coker Tire
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Kelsey Tire, Inc.
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 800/325-0091

Michelin
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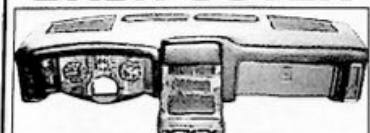
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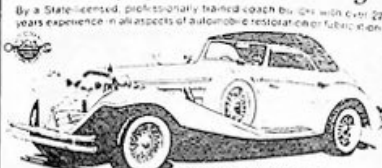
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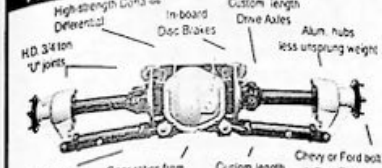
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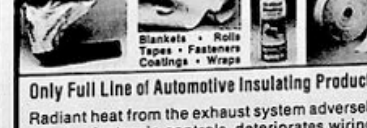


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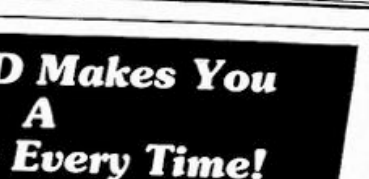
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Putting more horsepower in the lowly Fiero engine bay is a hot topic among Kit Car readers (that's why it's our cover story this issue). Actually, there is a lot that can be done in terms of swapping out the fourbangers and V6 for a Quad 4 or a V8, or adding turbo to help stock motors. What your transmission can handle will depend upon the engine's amount of torque and your tire size—not horsepower. The following companies specialize in adding muscle to Fieros and should be consulted: American Custom Engineering (303/259-4156) for Quad 4, turbo and GM3800 installs; V-8 Archie (616/683-

By Jim Youngs

FIERO FACTS

As a new reader of Kit Car, I'm considering one of the Countach-style rebodies based on the Fiero. My concern is that because this car is no longer in production, its resale value has not held up well. Could you tell me what the car's reliability is like? Is it prone to rust? Are parts available, and are the prices reasonable? How easy is it to transfer parts from other Pontiac/GM automobiles? Most importantly, how does this car, used as a base, affect resale value once a kit has been added?

Brett Tabin
Santa Monica, CA

The Fiero makes an excellent donor car, Brett, for a kit project. Even though it hasn't been in production since 1988, parts are readily available from GM and several of the Fiero owners' associations around the country. Many run-of-the-mill cars lose considerable resale value, but, in my view, that is one of the advantages of using such a car as a donor vehicle for building a kit car—it's relatively cheap. Once you add the exotic body, it really is anyone's guess as to the resale value. However, the V6 version will command a higher price than the four-cylinder version, and the '88 model, due to its improved brakes and suspension, is the most sought-after. It would depend on the quality of the build, the type of modifications made and the area in which you live, among other criteria. Fieros were not necessarily prone to serious rust since they featured composite body panels. And yes, there are some GM components that will work on the Fiero (see the answers to the following questions on engine swaps).

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BAD CAD

I have an old Cadillac 472ci engine that has been in the family for quite some time, and I want to use it now to power what I hope will be the baddest kit Cobra in town. No wimpy 427s for me, give me cubes any day! My dilemma is that I just can't settle for leaving it stock. Who offers performance components for Cad motors?

John Kilpatrick
Houma, MS

Actually, John, Cadillac motors have long been fairly popular in the street rod ranks, but keep in mind that anything other than a Blue Oval in the engine bay may affect the resale value of a Cobra replica. Certainly, 472- and 500ci Cad engines would provide the kind of ground-pounding power you are seeking. There are several firms offering high-performance components for Cadillac engines which help to keep the costs of building a monster within reasonable limits. We suggest you contact Cadillac Motorsports Development (813/648-5114) and Maximum Torque Specialists (508/297-4544) to see what kind of hot rodding stuff will help build your killer Cobra motor.

FLAT SPOT

My Cobra replica from Antique & Collectible Autos is powered by a mild 289 fitted with an Edelbrock 600cfm Performer carburetor. I experience a flat spot right off idle when I try to accelerate away from a stop. Some of my buddies tell me that it's just the way the carb pump is set up, but I can't totally believe that is the cause. Maybe you could help by suggesting some other things to look at.

Steve Firestone
Windsor, Ontario, Canada

If you don't already have one, Steve, we suggest you contact Edelbrock (310/781-2222) for a carburetor owner's manual just to familiarize yourself with all the parts and their adjustments. Flat spots can be caused by several conditions, including excessive lean or rich conditions or improper ignition timing. We tend to think of this as a carb problem, but ignition timing can be blamed at least half of the time. If the timing has been checked, look for fuel or air leaks inside and outside of the carb. Sometimes idle-feed restrictors can get clogged as well. Edelbrock also has a tech help line (310/781-2900) to help

with troubleshooting any of its products.
FORD LEGEND

Has anyone ever published a book on the 427 side-oiler? It seems nobody has any info on this magnificent Ford legend!

Wayne Osgood
Anchorage, AK

Whether or not there is enough information on a single engine design to fill a book, Wayne, is a matter of debate. Kit Car has done a couple of tech features on 427 side-oilers (March '94 and November '93; back issues or reprints are \$5 each; call 800/800-5227). You might also want to check out Carroll Shelby's Racing Cobra, by Dave Friedman and John Christy, as well as other books on the subject available through Classic Motorbooks (800/826-6600).

REAREND RATIOS

I've read somewhere that there is a formula for figuring out what axle ratio my car has. Do you know what that formula might be?

J.R. Stevens
Milwaukee, WI

Yes, J.R., there is a simple formula for figuring out the rear-axle gear ratio. We pulled the following formula right out of a very handy publication, The Auto Math Handbook, by John Lawlor (HPBooks 800/421-0892). The gear ratio formula is:

$$\frac{\text{rpm} \times \text{tire diameter}}{\text{mph} \times 336}$$

To illustrate, let's say your kit has a stock 10-bolt Chevy rearend, with 28-inch-diameter tires. At 60 mph, the rpm is 2000. Plug these numbers into the formula and you get an axle ratio of 2.78:1.

$$\frac{2000 \times 28 \text{ inches}}{60 \times 336} = 2.78:1$$

SHIFTY CHARACTER

Help! I can't use the stock shifter or linkage on my Chevy-powered street rod. I have a TH-350 automatic transmission. What can I do, short of fabricating my own shifter and linkage (something I'm not qualified to do)?

Tim Silver
Carson City, NV

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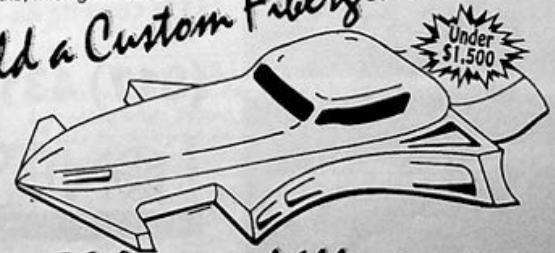
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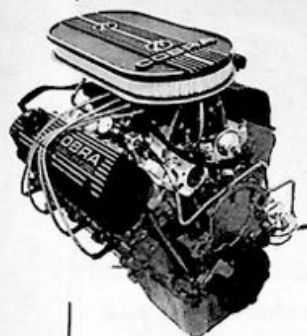
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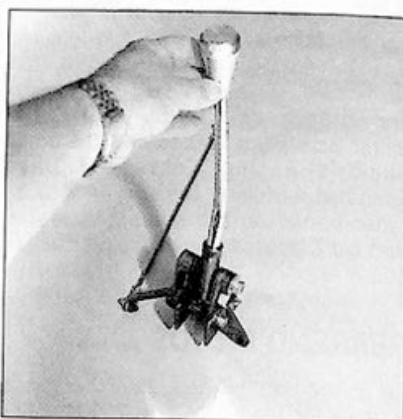
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KIT TECH

Actually, Tim, adding a floor shifter and linkage is a very easy proposition for most automatic transmissions. Gennie Shifter Co. (818/337-1986) and



Lokar Inc. (615/966-2269) both make transmission-mounted shifter kits which are adjustable to fit a wide variety of installations and most automatic trans. Both systems feature varying lengths of shifters, adjustable linkage, neutral safety switch and adjustable stick positions. I have personally installed both brands (not at the same time, however) on my Indy Exotics Cobra and can attest to their ease of installation. Both the Gennie and the Lokar, in some form, utilize the upper two mounting bolts of the tailstock for the rear mounting on the TH-350 model.

COMPATIBLE COMPUTER

I'm using an '80 Chevy 305 and Quadrajet four-barrel from a Firebird in my Classic Roadsters Healey replica. My plan is to keep the engine completely stock. My worry is that I won't be able to add many aftermarket goodies that will be compatible with the stock computer. Are there any hi-po parts I can add without confusing my computer? Can that computer be altered or tailored to work with some goodies?

Rudy Taylor
Bountiful, UT

You're in luck, Rudy—there's lots of stuff on the market that can be installed on a computer-controlled engine without confusing things. An EGR-equipped Edelbrock (310/781-2222) Performer manifold, for example, is a good start and will work well in conjunction with a good exhaust system. Companies such as Thrush (602/894-1530) and Walker

(800/767-DYNO) offer cat-back exhaust systems for your installation, and both companies additionally have high-flow catalytic converters. You might also want to contact Competition Cams (901/795-2400) for a model to work with your V8. Space here doesn't allow us to list all the various smog-legal aftermarket components, but we know there are other products that will work, including heads and headers.

ENGAGING MATTER

I'm a Swedish Cobra kit car builder and I am in need of an electric/pulse-type speedometer. I would like a gauge that has a classic face, maybe with a chrome bezel and white needle and numbers on a black background. I have a mechanical speedo now, and I am having considerable difficulties calibrating it to compensate for gear ratio, tire size and transmission.

Pelle Skogquist
Gavle, Sweden

Several companies offer vintage-style instruments, Pelle, and we suggest you contact Classic Instruments (503/548-1940) and Nisonger (914/381-1952) for your particular application problems. Classic offers electronic, programmable speedos in 120- or 160mph, or 200kph versions. The sending unit for the speedo is a magnetic sensor applied to a rotor or drum which can be calibrated in the 50mph range with the odometer synchronized to the pointer adjustment. Classic also offers pulse signal generators that fit many metric applications.

ELECTRIC AVENUE

Please send information concerning electric conversions of any and all elements of electric autos. Do you have info on any resources available to the end user, such as parts, equipment, batteries and heaters?

Carl Crawford
Omaha, NB

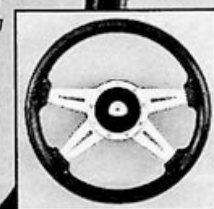
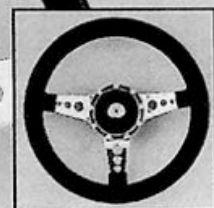
We don't have the space here, Carl, to get too deep into the components necessary to do an electric conversion, and we don't normally respond directly to individual requests for information. But we can direct you to Convert It, a detailed step-by-step manual for converting an internal-combustion vehicle to electric power. The manual is written by Electro Automotive principals Michael Brown and Shari Prange. The cover price is \$24.95, plus \$3.50 postage and handling, and can be sent to Electro Automotive, Dept. KC09, P.O. Box 1113, Felton, CA 95018, 408/429-1989.

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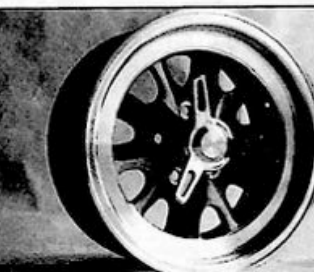
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KIT TECH

TALKING HEADERS

I'm going to use a stock cast-iron exhaust manifold on my Ford-powered Speedway Track-T. I can't afford much chrome or many specialty parts right now, and I just want to get the thing on the road and add bits as time goes by. Is there anything I can do cheaply to dress up the exhaust? It may be a while before I can save up enough for

headers, so whatever I do now has to last for some time. Any ideas?

Butch Field
Searcy, AK

We hear from our friends at Empire State Specialty Car Association, Butch, that Eastwood's (800/345-1178) Stainless Exhaust Coating works real well. At least one member of that club has used the stuff for coating his complete exhaust system, manifold to tailpipe, and reports that it is long-lasting and looks great. A pint of the brushable Stainless Steel Coating sells for \$14.95, and it is formulated to

withstand temperatures up to 1200 degrees Fahrenheit. Eastwood also sells an Exhaust Detailing Kit (\$19.95) which includes the Stainless Coating and an aerosol of exhaust paint.

FUN WITH FIBERGLASS

I've really got a hankering to make my own fiberglass body, but I'm having trouble locating any good manuals on the subject. Do you have any suggestions?

Bill Streeter
Omaha, NB

We recently came across an interesting publication, How to Build a Custom Fiberglass Body, by Sonny Walicki of Sonny Auto Motion Show Cars, Ltd. (517/769-6314). This 60-page manual, with 38 pages of illustrations (\$19.95



It may look like Luke Skywalker's idea of a street rod, but it does help to illustrate several aspects of creating your own fiberglass body.

plus \$3.50 shipping), takes a very hands-on approach in showing how to create your own design, covering all the stages from line drawings to foam plug to fiberglass layup. Some of the misspellings and expressions are a bit comical ("graft paper" and "help full hints"), but the technical information is still useful, right down to the materials list you'll need. So go to it, Bill, and send us a photo when you're done.

FREE SPIRIT

Some time back I wrote to ask you about a three-wheeled car called Free Spirit made by Hudson Component Cars in Norwich, England. I know you get a lot of mail and undoubtedly questions on a wide variety of weird cars. I keep the clipping of the Spirit on my wall in hopes that some day I can get some more information on this unusual vehicle. Any more ideas on the Free Spirit?

Jack Wise
Fremont, CA

You're right, John, we do get a lot of mail and we can't possibly personally answer every question. We try to publish those questions that will provide the most benefit to a wide range of readers. I did write to Hudson, however, because

I, too, find the Free Spirit and its sister car, the Kindred Spirit (a two-seater), intriguing. I just recently received a letter from the W.A. Seiler Co. (414/771-8341) informing me that it is the current representative of Hudson Component Cars in the United States and has begun delivering kits. The unusual Hudson cars are based on a Renault LeCar 1387cc four-banger and transmission. The whole three-wheeler car weighs in at 700 pounds and is built on a ladder-frame chassis with only eight fiberglass body panels. The company offers a complete body and chassis kit that includes some 30 specialty pieces (\$3371), and plenty of optional components such as headlights, exhaust pipes, steering wheels and mirrors. In most states, the Spirit cars are licensed as motorcycles.

NUMBER NINE

It makes sense that since the Ford 9-inch rearend has established itself as the axle to use for racing, a lot of kit cars, like my Classic Motor Carriages '34 Coupe, use them. I'm going to build another car someday, and I want to be able to distinguish this axle from the rest in the junkyard. What donors most likely will have a 9-inch, or what characteristics do they have that would make picking one out of a stack of boneyard axles easier?

Jerry Hale
Mountain View, AR

In production from the '50s through the '80s, these strong rearends are plentiful. Nine-inchers also have a wide selection of gear ratios, even though one case cover was used, and they do not have tapered shafts, so shortening and resplining is a relatively inexpensive proposition. The 9-inch axle shafts are also retained by bearings and not C-clips, and their dropout carrier assembly simplifies gear-ratio changes. The Ford 9-inch was used extensively in a wide variety of cars. About the only autos without one were Mustang IIs, Fiestas, Mavericks, Rangers and front-wheel-drive vehicles. A helpful spotter's guide to the Ford 9-inch can be found in our July '92 issue (reprints \$5; call 800/800-5227). We also suggest you contact Currie Enterprises (714/528-6957), a company that specializes in reconditioned 9-inchers.

Have a technical problem with assembling your kit? Send your questions to Kit Car, Kit Tech, 6420 Wilshire Blvd., Los Angeles, CA 90048-5515. (No phone calls, please. We're sorry, but we are unable to respond by mail.)



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BODY SWAP?

The AX-4 is the fourth car body I have designed and built over the past 26 years. It's like my AX-2 (based on the Karmann Ghia), but has been widened 8 inches.

The body, floor, wheelwells and firewalls are one piece of woven roving-reinforced polyester layup. The gas cap, door handles, antenna bumpers, and hood and trunk handles are all invisible, leaving one of the cleanest-looking cars around. Where I could, I used stainless steel for other components, making the AX a lifetime car.

The AX-4, however, needs a chassis, and I am willing to negotiate a trade.

Rich Abbott
Box 4
Grand Isle, VT 05458

ROTARY SPYDER

I have enclosed photos and some details on my Beck 550 Spyder. I have always admired the early racing Porsches but wanted more up-to-date tires, suspension and performance. I tried to give the car a contemporary look without losing the beautiful lines of the original. I'm sure the "purists" will hate the car, but I think Dr. Ferdinand Porsche would have loved it.



The performance and handling are exhilarating. It's sort of a modern Jurassic Spyder. The chassis and body are Beck Vintage 550 Spyder, and the fender flares are handmade from fiberglass and foam. I used a late-model VW with a sway bar for the front suspension and the rear suspension is a custom full independent with upper and lower control links. The brakes are VW discs on the front and Neal discs on the rear, with dual master cylinders. The engine is a Mazda 13B, ported with a dual-throat Mikuni.

For the cooling, I used a front-mounted water radiator and a rear-mounted oil radiator. The transmission is a Porsche 914, custom linkage. The tires are 205/50-15 on the front and 245/50-15 on the rear. It has a BMW Calypso Red (Dupont urethane with clearcoat) finish.

I drive the car daily, and so far it has proven to be a comfortable, fast and reliable ride.

Bill Barton
Encinitas, CA

THE REAL ROADSTER



My 16-year project is quite an unusual car because it is a real '55 AC roadster. It is completely rebuilt to carry the 427 body with a 289. It has a complete Cobra suspension with all Heim-jointed control arms. The car has a full comp dash with all paneling done in aluminum. The chassis is copied off Mike Shoens' Daytona Coupe with full triangulation around the engine and transmission and a full comp trunk with a 42-gallon comp tank.

This was a custom job, with the chassis work done 10 years ago by Tom D'Antonio (Hi-Tech Motorsports) of Arizona. The suspension was completed by Dave Dralle of Dralle Engineering in Los Angeles. We have just finished the car, and it has only about 100 miles since completion.

Fred Kroll
Silverdale, WA

VIPER KILLER

My '65 Cobra SC "Viper Killer" has been an investment of more than \$50,000 and three years of time.

This FiberFab Cobra was built in 1990 by a relatively well-known West Coast oval track and race car chassis builder as his Sunday "drive-around" special. The square-tube frame and chassis were custom designed to fit a Frankland quick-change narrowed rearend with a three-link adjustable suspension.



I worked on it all winter, and now the car is equipped with a blown and nitrous'd Chevy 454, bored .030. The engine is fitted with a forged Moldex steel crank and rods with 11.5:1 TRW dome-top pistons. It produces 600 lb-ft of torque and 800 hp without nitrous, and hits 77 mph in First.

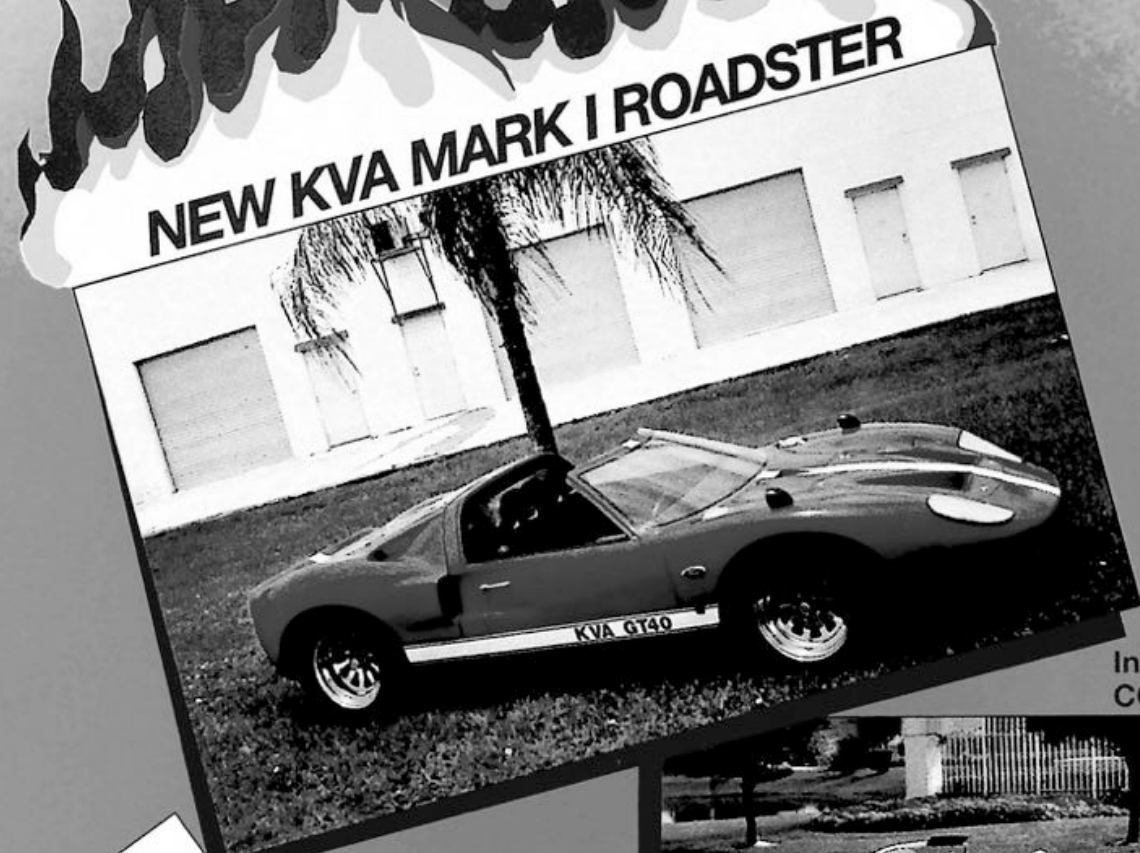
I also installed an MSD distributor, 8.8mm wires, hot plugs, an MSD Super Blaster coil and a major rewiring job. For safety's sake, I added an RJS 3-inch four-point harness, a 1/2-inch steel driveshaft loop, a fire extinguisher, ignition kill switch, battery disconnect switch, an active Cobra roll-bar and much more. The hood has a special cutout now to accommodate the new look, which barely clears the original-style dual-quad Cobra air cleaner.

Since this is a four-speed car, I wanted to make sure that there were no accidents when it came to the nitrous. So I installed microswitches on the Third and Fourth gear linkages and on the wide-open throttle points of the carb. This keeps the nitrous off in the low gears and on only with wide-open throttle in Third and Fourth. This Cobra is kinda like putting a jet engine on roller-skates. It will definitely smoke Vipers!

Tom Smelker
Dearborn, MI

Dear Reader: Show us your kit car! We know how proud you must be, so here's your chance to tell others about it. Take a few snapshots and jot down some details about your project, and send them to: Show-Off, Kit Car, 6420 Wilshire Blvd., Los Angeles, CA 90048-5515.

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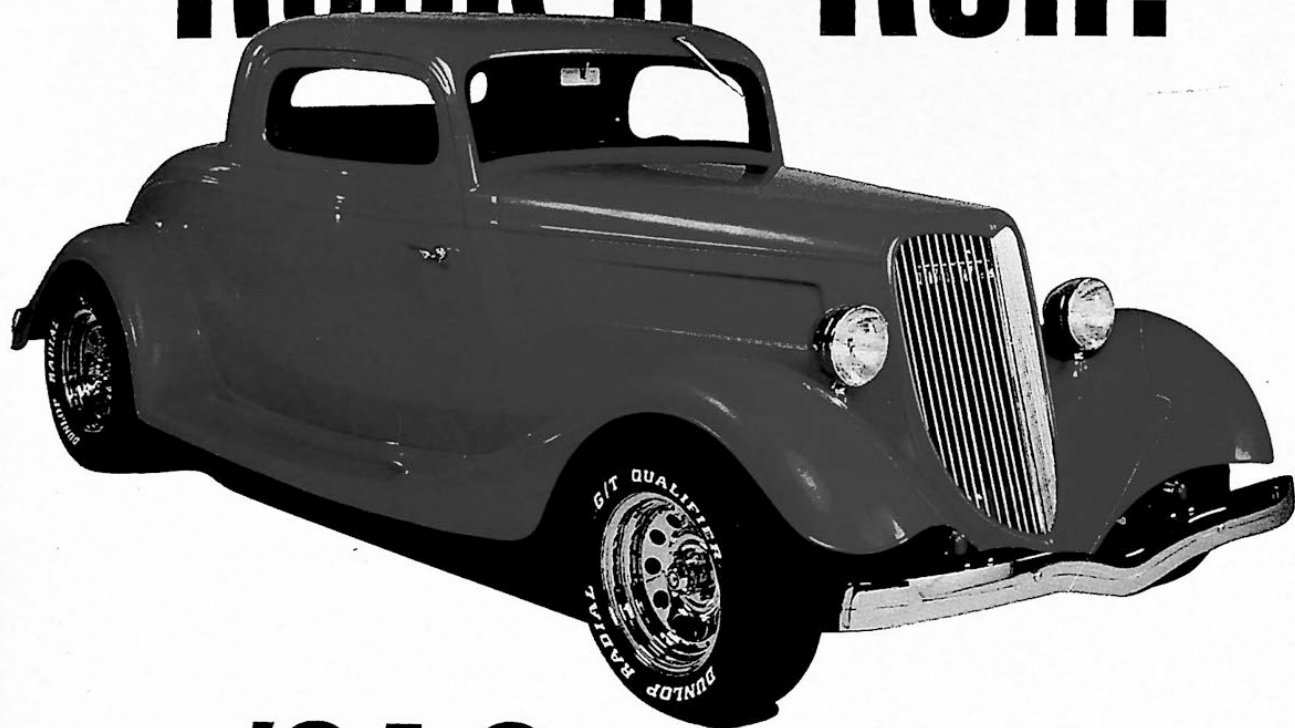
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